

BOARD OF HOME MISSIONS

PRESBYTERIAN CHURCH, U. S. A.  
SYNOD OF WASHINGTON

PHONE ELLIOTT 3905

SEATTLE. Sept. 8, 1922.

524 Henry Bldg.  
AMERICAN BANK BUILDING  
A. B. KEELER, SUPT.  
CENTRAL & WESTERN WASHINGTON



Mr. Varian Banks,  
156 Fifth Ave  
New York City.

My dear Brother:

You probably received my telegram of last night and will be very glad to read the enclosed recital of yesterday.

Mr. Waggoner and Mr. Beck won the hearts of the 12 men who were at luncheon. Among the 12 men were three new faces, the two Messrs. Wheeler and a Mr. Shaw. Mr. Waggoner presented the map for their inspection and they gathered around the table very much interested. Every man asked questions and was anxious to know much about the work. Mr. Beck told also of his work. Following this conversation I talked with them about five minutes after which Mr. J. E. Wheeler (a name familiar to you) said that we need have no doubt as to the maintenance of that boat to the extent of \$750. He will be glad to contribute personally. His brother told me the same.

The men informally recommended that, if possible, Mr. Keeler renew this presentation at the October session meeting of the First Presbyterian church to be held Tuesday evening, October 3rd. This was the unanimous opinion of those present.

Immediately following this conference, Mr. Livingston walked up to the First church with me and introduced me to Dr. Bowman, the pastor. Mr. Livingston presented the entire matter to Dr. Bowman, including a rehearsal of the first meeting at which you were present, and in his report to Dr. Bowman made very favorable mention of your talk to them. Dr. Bowman was very happy about the entire matter and invited me, himself, before he knew of the action of the committee to present this matter to the session, assuring me that the church would be delighted to take over this matter. The upkeep of this boat to the extent of \$750. per annum is assured and the formal action will be taken ratifying these incidents, the details to be worked out by the local church. They wanted to know when this money would be needed and I told them about May first of next year, as soon as the "A. L. Lindsley" was completed and on the waters.

I also gave Dr. Bowman and Mrs. Ross (Mr. Ross, of course) an invitation to the christening of this boat here in Seattle, and they will be delighted to be here. *You are also invited*

One word more: Last night was prayer meeting night, fortunately, at First church, Portland. Rev. Mr. Waggoner, Rev. Mr.

Beck, his wife and daughter, and myself attended this prayer meeting, at which time the pastor asked Mr. Waggoner to speak for a few minutes. There were about 75, I should judge, at the prayer meeting; some who had met us previously. After the meeting Mr. Waggoner spread out his map on the table; the pastor, Mr. Linn, Mrs. Linn and others gathered about, while for 15 or 20 minutes they listened to the information Mr. Waggoner gave them. As a result of this Dr. Bowman asked if it would be possible for him to spend his vacation up there, four or five weeks of the summer, going over these fields, and I believe that a very definite circuit has been established of enduring support to this "A. L. Lindsley" missionary boat. The entire incident is a direct product of your Western visit.

If you will show this letter to Dr. Marquis , it may take the place of my writing him direct in regard to it.

The early days of your first week in New York upon your return will find me traveling over the country, setting up the Home Mission debt day for November 26th, meeting with the various presbyteries.

This letter is accompanied with unspeakable gratitude for you in your service to this Northwestern world.

Affectionately yours,

*ABKeller*

P. S. Mrs. Ross gave me periodicals and letters, etc. relative to Rev. A. L. Lindsley and his early relations to Alaska. I asked these of her that I may be fully familiar with the incident at hand. Rev. Mr. Waggoner and Rev. Mr. Beck are also giving me a list of facts relative to the immediate territory which they serve that these may be at first hand on further presentation of this for money to complete the boat.

ABK

after you have taken up  
this matter with Dr. They  
please write me & have  
him write me

Just received your telegram acknowledging mine of last night. Very, very glad you know of this. I want to say this much more:

Yesterday morning Mr. Ross wanted an hour with me, to which he was very welcome. In the conversation, he wanted to say and did say to me in substance this: it looks very much as tho in a short time, the large timber deal in which he is heavily involved will materialize, and in case it does, he said that he desired the pleasure of giving the "A. L. Lindsley" boat himself; that is, he and his wife, of course, to the Board of Home Missions, and would do this with great joy, and if there was any question as to its upkeep he would also secure that with personal money.

His statement in this regard is of value, however, only upon the realisation of this transaction. There is no question in your mind or mine as to the integrity of Mr. Ross in making such a statement. I would not release this for publication but if you want to mention it in your conversation with Dr. Marquis you may feel free to do so. I have not written him.

#### NO 3 ENGINES FOR BOATS.

On the afternoon of September 6th, Mr. Cunningham of the Pacific Net & Twine Co. personally held an interview with Mr. Waggoner and Mr. Beck here in the office pursuant to prices on engines, that is, the Frisco Standard Engine. The cash price Mr. Cunningham quoted on the 55 HP motor in the neighborhood of \$4,000.00 is a saving over Mr. Beck's estimate of \$2,000. This price includes installation, which in itself would cost approximately \$600., and includes whatever equipment is necessary to complete the installation.

On the 17½ HP motor for the smaller boat he named a price of some \$1500. which also includes installation, a saving of approximately \$500. to \$600 on Mr. Beck's original estimate.

Mr. Cunningham has placed in the hands of these men specifications and literature giving detailed information of the engines desired. No agreements were made of any nature. The exact quotation of price has not been submitted, but these figures will be very close, within \$100. either way. This means the carrying out of your original idea, which is the only one feasible, the "Lois" towing the "A. L. Lindsley" boat (the Kake boat) to Seattle next spring and having these installations occur here where proper and scientific work can be done.

The men seemed very pleased with the figures he made. They are looking over some other engines next week, and I felt that they should have privilege to make good investigation and have recommended that they use the first few days of next week looking over engines and hulls here in town, getting prices, etc. Am giving this quotation that you may know we are trying to carry out the desired measures pursuant to completion of this incident.

GMBK

September 18th, 1922.

Rev. David Waggoner,  
Juneau, Alaska

Dear Mr. Waggoner:

On my way home I received a telegram on the train from Mr. Keeler reporting the result of the dinner had in Portland, ~~you~~ yourself and Mr. Beck being present. I need hardly say it did my heart good to have the good news and I can readily imagine the joy with which you three brethren left that City having accomplished such a splendid piece of cooperation on the part of the Portland First Church, which Church has not been lined up nor has it had any connection with the Board for many years. Mr. Keeler has sent me in more detail a letter covering the result of that successful dinner.

Now there is one thing that we must go a bit slow on, viz: the cost for building that Kake boat. Until we actually have the money in sight or some appropriation made by our Board no one can give you authority to go ahead with its completion. I mention this because I received word from Mr. Keeler that he had drawn draft on us for \$250. to meet the expenses of calking the boat and that you are to take a man with you on the way back. In view of the saving of, at least, 20% on the cost for such work by adopting this plan now, I think I can justify the draft to our Executive Council and our Finance Committee. I assume, however that you will not enter into any further obligations concerning the cost for the balance of needed work to complete the Kake boat until you get definite word from me.

In the next three months we are going to be hard pushed for funds with which to keep up payments as promptly as has been our custom. In addition to the \$750,000 already arranged for at our Bank in the way of loans, we will need an additional \$100,000 to carry us through, and I think you will agree with me that the necessity for borrowing \$850,000 to carry on the work of this Board, erects a situation serious enough to make us all pause. So just bear this condition in mind and go a bit slow for the present, as I am sure you will, with the certainty that I am doing and will continue to do everything that is possible towards furnishing the much needed and long delayed equipment ~~which~~ southeastern Alaska should have had sometime ago. I will impress upon the Executive Council and our Finance Committee, and the Board as well, the importance of making all possible financial arrangements at an early date so as to permit one of the two boats being placed in commission on May 1st next. I will work for that end you may rest assured.

You mention that in wiring authority for the installation of the heating plant in your house and Dr. Young's I omitted to include in the authorized amount the \$50. estimated as the cost for the hot water tank and coil. That you might see that I did include them I enclose a written estimate which was handed to me in person when in Juneau showing that without

Rev. David Waggoner - page 2

September 18th, 1922.

this coil in your case, the total estimate amounted to \$959. I added \$50. to your amount thus making a total of \$1009. the sum authorized. It may be that you have in mind an additional \$50. in the case of Dr. Young's residence in which case I may say that no mention was made to me about a hot water tank and coal being needed in his residence as well. If this was a slip on my part or an omission on some one else's part I cannot now say. I trust, however, that \$1009 will be sufficient to instal the two heating plants. Application has been made to the Church Erection Board for this amount and we trust that no difficulty will be met in securing the grant to meet this expense.

You can readily appreciate the large amount of correspondence that has accumulated during my absence and which I am now wrestling with in as expeditious a manner as possible. I have not gone thoroughly through any one particular subject but I will have on my desk an Alaska file which contains a good deal of matter for consideration by this office. I will present as fast as I can the various items to the Board of Church Erection that require attention in the near future and you will hear from me at the earliest possible moment.

Dr. Dixon is now absent on vacation and will probably not return until the second week in October so that until his return I will probably be the medium of communication between yourselves and the Board.

I trust that the change from Juneau to the western coast has done you a lot of good and that you not only returned invigorated in mind and in glad hope for the future but that you have enjoyed a physical rejuvenation will be apparent for a long time to come.

Give my love to your good wife and tell her that I have not forgotten a promise which I made and which she will understand when it is fulfilled. In the meantime you can both get on the guessing stand. Neither Mrs. Banks nor I will soon forget the splendid fellowship and the cordial reception we had with you and in your home.

Very sincerely yours,

V.D. MG  
Treasurer

Enc.

September 19th, 1922.

Rev. A. E. Keeler,  
524 Leary Building,  
Seattle, Washington

My dear Brother Keeler:

Your letter of the 8th inst giving details and result of the luncheon had in Portland with Messrs. Waggoner, Beck and yourself present, proved most interesting and joyous reading. As you say, the cost for the upkeep of the unfinished boat at Kake, to be called the "A.L.Lindsley" would seem to be assured.

However, we must bear one thing in mind, it is well not to dedicate or christen that boat until it is finished and there is a considerable sum of money which must be furnished to put that boat in commission. I think I recall a memorandum which I made while in Alaska with which was Mr. Beck's estimate that the cost for finishing the boat, exclusive of the engine, would be about \$2,700. We have got to find that money somewhere as well as the funds with which to purchase and instal the engine. Just where that required amount is coming from is not yet made clear.

I do not want to go any deeper into this boat question until the funds are in sight, and while I honored the draft for \$250. which sum Mr. Waggoner took back with him in order to calk the Kake boat and thus make a saving of about \$150., I understand that this will be the last item of expense incurred. I have written to Mr. Waggoner that we must not assume too much in the matter of this boat and that no further obligation must be incurred until authority is given and this authority will be furnished promptly and gladly just as soon as we either have the money or an authoritative and dependable promise of the money. So here is the situation - the amount required to put the Kake boat in commission is \$2,750 for lumber and material, and according to your letter of the 8th inst, \$1,500 for a 17 $\frac{1}{2}$  h.p. engine, this makes a total of \$4,250. which has to come from somewhere. If the \$250. which has already been paid is a part of the first named sum then we will require but \$4,000 approximately.

I was not aware, however, that a 17 $\frac{1}{2}$  h.p. engine would be sufficiently powerful for the Kake boat as I understand that boat to be but 10' shorter than the "Lois" which latter boat will require a 55 h.p. engine. I mention this now in order that you may be a bit cautious about reaching a conclusion as to the actual amount required to put the Kake boat "A.L.Lindsley" into commission. Doubtless, Messrs. Waggoner and Beck understand this thoroughly and will make full provision in the way of correct estimates for what is needed so that with this letter and their understanding we will not have occasion to feel embarrassed through want of proper care in collating figures or in securing a reliable estimate.

It would be a fine thing if Mr. Ross could carry out his timber deal

Rev. A. B. Keeler - page 2.

September 19th, 1922.

but until that becomes a fact I do not think it would be wise to place any reliance upon his generous offer to give the amount necessary to complete the Kake boat the "A.L.Lindsley". With you I have no doubt he is sincere in his offer if conditions will permit. By the way, I sent Mr. Ross a personal letter of appreciation after my return to New York, a fact which I am sure, you will be glad to know.

I have placed a copy of your long letter reporting that this boat matter in the hands of both Dr. Marquis and Dr. King, the former returned to the office yesterday from his European trip. Dr. Marquis' trip to Europe was made in the interest of his health, I learned after reaching the office.

I will probably have an interesting letter from Mr. Waggoner one of these days. More later.

Sincerely yours,

VB : MG : C.R. - G. L. & S. Co., Inc. Treasurer

COPY.

Seattle, Wash.  
Sept. 8, 1922.

Mr. Varian Banks,  
156 Fifth Avenue,  
New York City.

My dear Brother,

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Varian Banks -----2.

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(Signed ) A. B. Keeler.

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The men seemed very pleased with the figures he made. They are looking over some other engines next week, and I felt that they should have privilege to make good investigation and have recommended that they use the first few days of next week looking over engines and hulls here in town, getting prices, etc. Am giving this quotation that you may know we are trying to carry out the desired measures pursuant to completion of this incident.

ABK.

COPY

Wrangell, Alaska, Aug. 26, 1922.

Mr. Varian Banks,  
New York, N.Y.

My dear Mr. Banks:

Last night I saw young Mr. Penfield pass along southbound and learned for the first just what had become of you. Not a word have I heard either directly or indirectly since I saw you that night in Wrangell. Please do not think that I feel a bit cross about the matter, for I do not. I fully understand the difficulties and uncertainties of carrying out a hurried itinerary on the Alaska coast. But I was much disappointed, on account of the Wrangell parish. Words would not describe the pleasure I would have found in accompanying you to LeConte Bay — the bay of icebergs and thrills, twenty-two miles from here; also to show you a creek so full of salmon that you could not have set your foot down in the creek without touching a salmon. This was all arranged and just waiting your arrival and a stop-over of two days. The ladies had arranged to show your wife certain modest little attentions that I am sure she would have appreciated and thoroughly enjoyed. You see, the people were not planning to ask for anything, but they would have been glad to express in some way a little of their appreciation of the great kindness they have received through the Board. Not in the memory of the present working group here has a representative of the Board given them a chance to say a word in person. Presbytery has been shamefully neglectful of the parish since that fiasco with Corser, that resulted in there being two churches in a town that needs but one. The general opinion prevails here that Presbytery was much more to blame for the outcome than the man they essayed to fire. I have explained at length the possible exigencies of your hurried and business filled itinerary, but the sting of disappointment still hurts in the heart of a few of those who had most longed for such a cheery little

bit of fellowship as had been planned. Come back another day and we'll do it all as originally planned. Mendenhal, and all that sort of rubbish up round Juneau, is as nothing compared with LeConte, or the Great Glacier, or Knygg glacier and its flowers, or the Stikine River trip. I know you must feel mean now, so I'll quit.

I was glad to hear the glowing report the young man made last night. I knew that the chief juggler and his aids were planning to draw several hatfuls of surprises down their sleeves when they should get you into the Territory and safely afloat on strange and largely uncharted waters, and the young man reports that it was all done. I'm glad the day has come for constructive effort on a scale commensurate with the tasks, tasks that have been nibbled at for long years. God give you wisdom and dough to see it through. This coast work has gone limping for years. Our properties have been neglected in so many cases, that at certain strategic points we looked like a forlorn hope to the thousands of tourists who passed each summer. Nobody can rejoice more than I at promise of a better day --- the day that should of dawned long ago. Your trip seems to have been a business trip instead of a friendly and political junket. I congratulate you.

I sent my report and receipted bills to Dr. Dixon a few days ago. You will have received them by now.

Very cordially yours,

(Signed) Robert Joseph Diven.

October 18th, 1922.

Rev. George J. Beck,  
Hoonah, Alaska

Dear Mr. Beck:

I wish you would give me a very careful estimate of the amount that will be required to finish the Kake boat to be called the "A.L.Lindsey". By this I mean the total cost for finishing the boat ready to be put into commission without one single dollar more required, including the cost of engine and its installation. I have in mind that it is possible to secure the amount required to fully complete the "A.L.Lindsey" and, therefore, I must first have an accurate estimate of what the total will be. I do not believe that we can definitely determine just how much, if any amount, we can secure for this purpose until after January 1st next. I need, however, to have all the facts in hand so that I can answer questions which will be put to me concerning this boat.

I learned from Mr. Keeler that it was determined, after the conference you and Mr. Aggenor had with Mr. Cunningham, the engine expert, that a 17½ h.p. engine would be sufficient for the "A.L.Lindsey". Inasmuch as the Kake boat is, if my memory serves me right, not more than 10' less at the water line than the "Lois", I wonder why the latter needs a so much more powerful engine, viz: 55 h.p. You probably can explain this in a very few words. I want to be able to answer the question which has come to my own mind, hence, let me know as to this also. In your reply to this letter please give me as much information as you possibly can as I may have omitted to ask some questions which may be propounded to me and which I will, therefore, need to be in a position to answer.

While it may be wholly unnecessary on my part I feel that it is better to indulge in repetition than to have a possible misunderstanding, therefore, I want to say that no expense should be incurred or obligation entered into in behalf of the "A.L.Lindsey" until you have been assured officially that the money is in hand and you can go ahead with its completion.

I do not know how it came about that a draft of \$250. was made on the Board to begin the completion of the Kake boat although I understand that by doing certain work now there would be a saving as against the cost of the same work later.

In view of the serious financial condition of the Board, our Finance Committee felt that I had gone a little further than I should have in incurring expenses for yourself and wife and Mr. Aggenor and in honoring the draft for this additional \$250., but I explained to them that if we were going to have the boat ready for work next year the preliminary negotiations and the information and data that you were able to receive and give while in Seattle were essential and important. They forgave me for my ~~greediness~~ but practically said do not do this again. It would have been a little different were our finances

Rev. George J. Beck - page 2. October 19th, 1928.

in our finances in better shape but as I have, doubtless, previously advised you we have reached our limit of borrowing, no less a sum than \$750,000, a fact which indicates the seriousness of our finances without need of further comment from me. I want you to know of this in order that you will, as I am sure you do, appreciate the necessity for making no move in the matter of the new boat until we have the funds in hand or in sight.

I am going to do the best possible in cooperation with Mr. Lester, to get the second boat, at least, in commission for use next summer.

With regard to the third boat, the one that Dr. Hibben promised to provide, we know nothing as yet. Our Dr. McDowell is to get in touch with Dr. Hibben in the hope that the promise will eventuate into performance.

There is one other matter which I am concerned about, viz: the securing of the men to run these boats. If you are taken off of the Lays to man the larger boat with assistance, we will, of course, have to provide somebody for the "Lays", or vice versa. We will be unable to definitely locate a man and commission him until we are sure that this new boat will be available. I hope, however, that Dr. Hibben will be in a position to report success in connection with his promise in order that inquiry may be instituted at once as to where we can get the right kind of men to run the boats and to do effective missionary work at the same time.

I am sending a carbon copy of this letter to Mr. Sagoner that he may keep in touch with the boat situation.

With kindest regards to you and Mrs. Beck, I am

Sincerely yours,

V. G. MCDOSELL, Vice President and Treasurer

October 19th, 1922.

Rev. David Waggoner,  
Juneau, Alaska

Dear Mr. Waggoner:

Enclosed you will find carbon copy of letter which I have just written to Mr. Beck on the boat question for your use insofar as any part of it may be of interest to you.

On September 25th I wrote you requesting that in the event you had not already forwarded a statement of the total expenses of yourself, Mrs Beck and wife, you would wire me the figure. I needed that information in presenting to our Finance Committee request for authority to charge such travel account against what we now term the "Alaskan Boat Fund", although this boat fund at the present time is a debit account with no credit. I failed to hear from you and I, therefore, fear that in some way, as you certainly must have replied, your statement has miscarried. I wish, however, you would send me a full statement of your expenses so that I can incorporate the total cost in our records here.

I understand that the \$500. draft which you drew was simply an advance which you needed as against such expenses. We ought to have, however, a statement of such expenses for our files and in the event there is a balance left we can arrange to take care of it in some mutually satisfactory way. My suggestion now is that should there by any balance left you retain it and apply it toward your own salary and we will deduct the amount from your next check.

Yours sincerely,

V.B. MG Treasurer

Enc.

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**BOARD OF HOME MISSIONS**  
**PRESBYTERIAN CHURCH, U. S. A.**  
**SYNOD OF WASHINGTON**

PHONE ELLIOTT 3905

SEATTLE, October 24, 1922.

OFFICE  
524 LEARY BUILDING  
A. B. KEELER, SUPT.  
CENTRAL & WESTERN WASHINGTON

Mr. Varian Banks,  
156 Fifth Ave.  
New York City.

Re-Alaska Boats.

Dear Mr. Banks:

On receipt of your letter of Oct. 18th, inquiring regarding the Alaska boats, I had a personal interview with Mr. Cunningham here in the office. The following facts have been obtained:

No. 1, Kake Boat. For this boat, 35 ft., Mr. Cunningham recommends a 25 HP 2 cylinder Frisco Standard Oil Engine. This installed f. o. b. Seattle, including shafting, propeller, piping, compressed air whistle outfit, batteries and magneto (a thoroly complete equipment) will cost approximately \$2,350.00. As an alternative, he recommends a 20 HP Gas Engine, Frisco Standard, costing installed \$1,675.00, f. o. b. Seattle, including the same items as mentioned above. The lights on this boat, with either engine, would cost installed approximately \$200.00 minimum, thoroly reliable. Cheaper lights and not dependable can be gotten. The 20 HP 2 cylinder gas engine at \$1,675.00 will take care of the Kake boat all right and save that extra expense, but the fuel expense of the gas engine will be three times that of the oil engine. The estimate referring to the 17½ HP engine was an under-rating of power for the 35 ft. boat, so let us eliminate that from our minds in regard to the proposition.

No. 2, The Lois. Mr. Cunningham recommends a 40 HP. 3 cylinder Frisco Standard oil engine, installed F. o. b. Seattle, \$3,350.00. This includes shafting, propeller, piping, compressed air whistle outfit. You will notice there are no batteries or Magneto mentioned on this engine, due to the fact that it does not use any. Both of the oil engine installations will require a small auxiliary engine, which is included in the price quoted. Also, the parts of the two oil engines are interchangeable, and that is an economic measure unmentioned in this regard.

It is understood that whatever extra carpenter work or attachments are put on the boat would come entirely apart from the engine installation, and of course these are extra - we understand that. This makes the price as follows, f. o. b. Seattle:

Oil Engine- Kake Boat - \$2,350.-  
" " Lois - 3,550.-

The shafting, piping, etc. are larger, but the actual work of moving and installing is practically the same in each boat, re-

BOARD OF HOME MISSIONS  
PRESBYTERIAN CHURCH, U. S. A.  
SYNOD OF WASHINGTON

PHONE ELLIOTT 3905

SEATTLE,

2

OFFICE  
524 LEARY BUILDING  
A. B. KEELER, SUPT.  
CENTRAL & WESTERN WASHINGTON

gardless of the size of the engine.

The installation price quoted you, means a donation from the sale price of the engines totalling, for both boats, between \$700 and \$1,000, which they are giving us. It should also be noted that it is an impossibility to accurately figure on what it will cost until they see the condition of the boats and just what installation means in their specific cases.

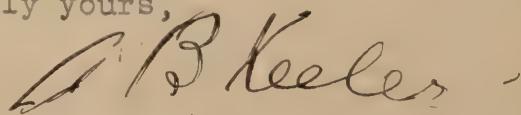
The above figures quoted are maximum estimates; it may come a little under that, and if so, the Board of Home Missions will get the benefit. I think these quotations will balance up the dimensions and weights of the boats and I hope will answer your inquiry.

I am sending you under separate cover today a catalog of the Standard Gas Engine Co. Bulletin No. 21, and you will find marked on pp. 16 and 18 the description of each engine; also a specific list of equipment furnished, all of which comes within the prices mentioned. Mr. Cunningham is giving you this catalog, which will give you information so that you may intelligently answer needed inquiries. I believe you cannot go wrong, with the two engines as indicated, when the entire cost of maintenance is taken into account. There is also being mailed you a marked catalog of the gas engine, .

When we are ready to discuss the lighting plant feature, those two items will have to be figured on separately. Mr. Cunningham is kindly offering to secure us prices on the 110-volt Konier system and as soon as he gets the prices on that I will mail them as a separate item.

Very sincerely yours,

ABK B



P. S. I have just heard from Mr. Cunningham regarding the cost per year of the respective boats. We should figure 50% for general upkeep.

Figuring on 2,000 hours per year the 25 HP engine should use less than \$500. worth of fuel oil and lubricating oil.

For the 40 HP the fuel oil and lubricating oil should cost less than \$700, maximum consumption.

The 20 HP gas engine would consume about \$1,000 worth of fuel a year.

Fuel oil is at present  $4\frac{1}{4}$ ¢ f.o.b. Seattle.

October 31st, 1922.

Re: Alaskan Boats

Rev. A. B. Keeler,  
Seattle, Washington:

Dear Brother Keeler:

Thank you for your splendidly helpful letter of the 24th inst. on Alaskan boats, with more particular reference, of course, to the engines for same. You have given me full and clear information which will enable me, when occasion arises, to answer definitely any questions that may be asked concerning the needs and value of the engines named and their relative merits as regards operation.

When I was in Alaska, Messrs. Waggner and Beck, the practical boatmen up there, both recommended, without equivocation, that the more expensive engine at the beginning, but less expensive for maintenance, be selected inasmuch as the more costly engine would be more meritorious as an engine and last longer, besides costing much less to run annually. Your own recommendation, therefore, harmonizes with theirs and likewise with my own judgment. I am, therefore, prepared to consider only the 25 h.p. 2-cylinder Frisco Standard Oil Engine costing \$2,350., and the 40 h.p. 3-cylinder Frisco Standard Oil Engine costing \$3,550.

I appreciate that neither Mr. Cunningham nor any one else could indicate the additional cost for installation without having the boat in Seattle for examination.

Now, the situation regarding the boat business, is this: Dr. McDowell is to see Dr. Hibben of Princeton regarding the new and larger boat to be called the "Princeton." Thornton Penfield writes me that owing to his accident he does not expect to reach home before Thanksgiving and even then he will probably be on crutches. He promises, however, to see Dr. Hibben personally as soon as he can. I am inclined to think that the latter reference is the stronger one and the more dependable in view of the extraordinary affection which Dr. Hibben and his wife has for Thornton Penfield. We may, therefore, consider that the larger boat of the three is taken care of. If not, it is probably out of the question for next year.

As to the finishing of the Kake Boat and the installation of an engine, as well as a new engine for the "Lois", it looks to me as though the amount required with which to put these two boats into full commission next year would be as follows:

Approximate cost for finishing the Kake Boat	\$2,750.
Engine for the Kake Boat.....	2,350.
x Allowance for installation of engine.....	300.
For lighting.....	200.
	\$5,000.

(x This is a pure guess)

Rev. A. B. Keeler - page 2.

October 31st, 1922.

Kake Boat, carried forward. . . . .	\$6,600.
Engine for "Lois". . . . .	\$3,550.
* Installation of new engine. . . . .	300.
For lighting. . . . .	<u>200.</u>
	4,050.
x Less proceeds from sale of engine now in the "Lois" . . . . .	<u>500.</u>
	<u>3,550.</u>
(x These figures are mere guesses on my part)	\$ 3,150.
Amount of travel of Revs. Waggener and Beck to Seattle. . . . .	<u>500.</u>
TOTAL. . . . .	\$9,850.

This is the total which will be needed, approximately, to equip the two boats and place them in commission about May 1st next.

Now, against the item of estimated cost for finishing the Kake Boat, \$2,750., we have already advanced \$250. I, therefore, assume that the balance of the cost for finishing the Kake boat will not exceed \$2,500. and, therefore, I do not make specific mention in the above total of the amount of the draft which you drew on the Board for the Kake boat.

This total of \$9,850., is the sum which I suggest you have in mind as your goal when, as I hope you will have, the opportunity to present this phase of the Board's work to the First Presbyterian Churches of Youngstown, Detroit and Minneapolis. If you are successful in securing pledges totaling the above sum and it should be found later that we are several hundred dollars short I have no doubt that the Board would make no objection to adding the unforeseen, but necessary amount needed, to completely equip these boats. I do not know whether these three Churches would feel ~~that you might consider~~ as a reasonable sum for them to furnish to be in excess of their ability. Probably not, if their actual resources are taken into consideration. As you know, it is my hope that these three Churches will make this an extra gift outside of the regular budget.

The first and most important of the two propositions is the finishing of the Kake boat, inasmuch as the need for the Kake boat is more urgent than a change of engines in the "Lois" although the latter is desirable in view of the present engine having almost lived its natural life besides costing a great deal more to run.

I want very much to see that the kindly assistance given by Mr. Cunningham and your own interest in this boat business will eventuate in success.

I am continually getting letters from Alaska in which they mention how happy they are in knowing that the problems and conditions in southeastern Alaska are now so much better understood here in New York.

More later,

Sincerely yours

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

# WESTERN UNION



# TELEGRAM

NEWCOMB CARLTON, PRESIDENT      GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

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FORTLAND ORG 7

VAVIAN BANKS.

*MS*

156 FIFTH AVE NEWYORK NY

FIRST CHURCH SESSION UNANIMOUS VOTED SEVEN HUNDRED FIFTY DOLLARS  
 YEAR MAINTAINANCE FOR LINDSLEY BOAT PLEASE WRITE YOUR THANKS TO REV  
 L H BOWMAN AND SESSION STOP YOU CAN REACH OUR FRIEND THORNBURN ROSS  
 AT MURRAY HILL HOTEL NEWYORK TODAY PLEASE FIND HIM WITHOUT FAIL AND  
 CELEBRATE THE CREDIT IS YOURS

A B KEELER.



*H.L. Bowman D.D.*

November 10th, 1922.

Rev. H. L. Bowman, D.D.,  
First Presbyterian Church,  
Portland, Oregon.

Dear Dr. Bowman:

We were delighted to receive a telegram from Rev. A.B. Keeler advising that the Session of your Church had voted unanimously to provide the annual sum of \$750. for the maintenance of the new boat to be commissioned next spring for mission work in Southeastern Alaska, this boat to be christened and always known as the "A.L.Lindsley" in memory of the first missionary to Alaska, Rev. Aaron L. Lindsley, D.D. It is a splendid tribute which your Session is paying to this grand old man by furnishing facilities for extending the work of this Board in carrying the Gospel to many of the Indian Villages in Southeastern Alaska which would otherwise be without Christian influence or training of any kind.

Having recently visited Southeastern Alaska I can speak of the urgent need for such a boat inasmuch as the mission boat furnishes the only means by which the villages on the various islands can be visited. It will give me much pleasure to report to our Board at its next meeting to be held on the 16th inst. the action of your Church Session, aided as I have been informed, by your own cordial cooperation.

On behalf of the Board and of our Executive Council may I express the great pleasure we have in acknowledging the generous action of yourself and Session in assuming the support of what we now know to be the best missionary in Alaska, viz: the boat dedicated to the cause of Christianizing and Americanizing the native Indians of Southeastern Alaska.

Sincerely yours,

V.B. MG Treasurer

November 10th, 1922.

Rev. A. B. Keeler,  
524 Leary Building,  
Seattle, Washington

Dear Mr. Keeler:

Your telegram of the 8th inst. received reporting the action of the First Church Session.

While prepared for this action it, notwithstanding, brought to us all a sense of much pleasure and appreciation for this cooperative act of the Session of the First Church of Portland, and of your own effective part therein. I have, as you suggested, written a letter of appreciation to Dr. Bowman. Dr. Marquis, as one of Dr. Bowman's college friends, will also write a word of appreciation.

I regret that I was so tied up yesterday as to be unable to get in touch with Mr. J. Thorburn Ross. He called here one day while I was absent, leaving his card. I am very sorry indeed that I was not permitted to see him. I will, however, write him and express our appreciation of the effective assistance he rendered leading to the action of the First Church Session.

I cannot agree with the last words of your telegram that the credit is mine. I did very little indeed, whereas the effective work can be readily traced to Mr. Ross and yourself, aided, of course, by the presentation made by Messrs. Waggoner and Beck. We are not going to quarrel about the question as to whom credit is due but I know your part in this matter was far more effective than the little I did.

Very sincerely yours,

VB MG *W. D. Clegg, Secretary* Treasurer

December 15th, 1922.

Memo to Dr. Marquis:

In response to the questions submitted to Dr. Hibben, as per copy of letter addressed to him by the Assistant Director of the Commonwealth Fund, it would be well to make it clear that Dr. Bruce is Pastor of the First Presbyterian Church of Juneau, the only self-supporting Church in Alaska and that he has no direct connection with the work among the Indians. He is, of course, strongly interested in that work in his capacity as Chairman of the Home Missions Committee of the Presbytery of Alaska. It was at a conference held in Juneau with Dr. Hibben that this proposition for an entirely new and larger boat for the Southeastern Alaska work was discussed, Dr. Bruce being present.

It should be explained that we already have one boat, the "Lois", in commission for the past ten years and that a second boat, somewhat smaller, to be called the "A.L.Lindsley" is now in process of construction and that neither of these two boats has any connection with the proposition originally submitted to Dr. Hibben when in Juneau, and presumably referred by him to the Commonwealth Fund, that a third and much larger boat be supplied which could be used as a floating Church, and to extend its usefulness in the spiritual uplift of the Indian population in Southeastern Alaska. This third and larger boat will also be used by the Home Missions Committee of the Presbytery in their work of oversight among the various missions from time to time which oversight has of necessity been neglected because of insufficient facilities. The only boat now in commission, the "Lois", is supported in full by the operating budget of the Board. The second boat now being constructed the "A.L.Lindsley", will also be maintained by the Board. The only question, therefore, before the Commonwealth Fund is the acquirement of this new and greatly needed larger boat.

While the Indians in the various stations do not contribute large amounts, as we view them, toward the support of the work among them, they contribute in much larger measure per capita, according to their means, than our people do in the average Church in the States. The Indians, with few exceptions, depend upon the results of their fishing during the summer season for their support throughout the whole year.

It is in view of the foregoing facts that the answers to the questions submitted are made.

1. The work of Dr. Young, as General Missionary, is under the Presbyterian Board, his full salary and time being engaged in missionary work, the expense of which is entirely supplied under the operating budget for Alaska.

2. The funds for the repair of the old boat and for the completion of the "A.L.Lindsley" and its engine are being taken care of by the people on the West coast, either directly or through their friends.

Dr. Marquis - page 2.

3. This question, I must assume, refers to the third and largest boat, as the funds for the repair of the old engine should not be referred to or considered by the Commonwealth Fund. Rev. David Eggner and Rev. George J. Beck, our longtime missionaries among the Indians, and two of the most experienced water men in Southeastern Alaska, gave it as their estimate that a new boat, completely equipped such as they need, would cost the approximate sum of \$20,000.

4. The territory that will be covered by this new boat will extend from Ketchikan on the south to Haines on the north, which covers practically all the territory in Southeastern Alaska located south of the dividing line between Canada and Alaska. These mission stations are located approximately 2000 miles in a straight line from our mission at Point Barrow.

5. The Alaskan Indians contribute from their meagre means towards the salary of the missionary and in addition, to the maintenance of the houses of worship which they use. For instance, at Hoonah, the home station of Rev. George J. Beck, the Indian congregation, from their own means, are supplying the material and labor for an enlargement of their small house of worship. No part of the expense is borne by either the Board or through grant from the Board of Church Erection. Work of this kind is being done from time to time, the Board learning of these additions and repairs only after they have been made.

1922, Volume 1., December 15th, 1922.

Memorandum  
Dr. Marquis:

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(Over)

Dr. Marquis - page 2.

3. This question, I must assume, refers to the third and largest boat, as the funds for the repair of the old engine should not be referred to or considered by the Commonwealth Fund. Rev. David Taggart and Rev. George J. Beck, our longtime missionaries among the Indians, and two of the most experienced water men in Southeastern Alaska, gave it as their estimate that a new boat, completely equipped such as they need, would cost the approximate sum of \$20,000.

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To DTP

Commonwealth Fund, Boston, Mass., December 31st, 1922.

Memo to Dr. Marquis:

Dr. McDowell has just asked me over the telephone to see that you are furnished with the answer to your question as to the total amount expended by this Board and the Woman's Board, in Alaska, exclusive of salaries. By Alaska, I assume of course, you mean Southeastern Alaska as the question has been asked in connection with the application made to the Commonwealth Fund for a gift of \$20,000. for the proposed new boat for Southeastern Alaska, as I understand it, and therefore, the data desired by the Commonwealth Fund relates to that part of Alaska only in which the new boat will operate. Upon this understanding, the figures are as follows:

Amount provided in the current years budget of the Board of Home Missions for Alaska Presbytery. . . . . \$ 3,417.

Amount provided by the Woman's Board. 50,340.

\$53,757

The above figures do not include salaries. The budget of the Board of Home Missions for Alaska Presbytery consists largely of salaries. The Woman's Board also spends a considerable amount for salaries.

VB MG

WS Dept

THE COMMONWEALTH FUND  
1 EAST 57TH STREET  
NEW YORK

BARRY C. SMITH  
GENERAL DIRECTOR  
BARBARA S. QUIN  
ASSISTANT DIRECTOR  
MAX FARRAND  
ADVISER IN EDUCATIONAL RESEARCH

December 23, 1922.

My dear Mr. Banks:

The memorandum, which you prepared on December 21st for Dr. Marquis, was forwarded to us by his secretary in his absence. I think perhaps it was not made perfectly clear exactly what information we needed.

What we would like would be a financial statement showing exact expenditures for the last fiscal year of the Presbyterian Board of Home Missions and the Women's Board in Southwestern Alaska. We are not interested in individual salary items but would like the total salary expenditure shown. What we are interested in having is of course a complete financial picture of the cost of the work for a given period.

As I am leaving town at the end of next week, I should very much appreciate having this at your earliest convenience.

Yours most sincerely,

*Barbara S. Quin*  
Assistant Director.

Varian Banks, Esq., Treasurer,  
Board of Home Missions of the  
Presbyterian Church,  
156 Fifth Avenue,  
New York City.

18317.  
47740.  
61829.

BSQ.EA

TREASURER'S DEPT.

December 27th, 1922.

Miss Barbara S. Quin, Asst. Director,  
The Commonwealth Fund,  
1 East 57th Street,  
New York, N. Y.

Dear Miss Quin:

I am very glad indeed to furnish the information asked for in your letter of the 23rd inst. The figures that follow cover the expenditures in the last fiscal year, April 1st, 1921 to March 31st, 1922:

EXPENSE FOR HOME MISSION WORK IN ALASKA PRESBYTERY  
(this Presbytery covering all Southeastern Alaska)

BOARD OF HOME MISSIONS

For salaries.	\$17,612.50
For sundry mission expenses including maintenance of the mission boat "Lois".	5,794.63
	\$21,407.13

WOMAN'S BOARD

For salaries.	\$14,310.90
For maintenance of the Sheldon Jackson School at Sitka and Home for Orphan Children at Haines.	28,750.09
Making a grand total of.	\$43,060.99
	\$ 84,468.12

Sincerely yours,

V. B. M. G. [unclear] Treasurer

Woman's Board of Home Missions  
of the  
Presbyterian Church in the United States of America

156 Fifth Avenue, New York, N. Y. December 27, 1922

EXPENDITURES OF THE WOMAN'S BOARD OF HOME MISSIONS IN ALASKA FOR THE FISCAL

YEAR 1921-22

Salaries ..... \$14,310.90

Maintenance ..... 28,750.09

43,060.99  
21,407.13  
64,468.12

Mary Monroe  
Treasurer

15317 - 130.4274  
15317

47 740 - 130.4274  
130.4274

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3700 - 66057  
3700

Juneau, Alaska.  
December 29th 1924.

John Grier Hibben, President  
Princeton University,  
Princeton, N. J.

Dear Dr. Hibben:

I am glad to acknowledge the receipt of yours of the 14th Inst., in which you inquire about our mission information that you may interest Mr. Harkness, of whom you write, in the boats we are needing in the new and advanced work required for the better development of the gospel service among the natives of southeastern Alaska. It is a pleasure to send you this answer since it is trust will further enlighten you concerning this proposition that is so dear to the hearts of us all in this Presbytery of Alaska.

I shall endeavor to answer your some five questions in the order you have written them.

1 - Is the work of Dr. Young and Dr. Bruce under the Presbyterian Board, and does that Board undertake to supply the entire operating budget for their work?

Answer--Dr. Young, as you doubtless know, is General Missionary for Alaska with headquarters in Juneau. His territory is the entire vast country almost as large as all the States east of the Mississippi. Dr. Bruce is pastor of the Northernlight Presbyterian church, the only self supporting church in Alaska, and Chairman of the Home Missions Committee of Alaska Presbytery, which includes the peninsula of Alaska, its bays, Dr. Young's work is entirely under the Board as also is that of Dr. Bruce so far as the Home Missions service is concerned. The entire operating budget of the two presbyteries of Alaska--Yukon and Alaska--are supplied by the Board with the exception of the small amounts the natives are able to raise for the care of church and part of pastor's salary., averaging less than \$100 for each congregation.

2 - Is the Presbyterian Board also making an effort to raise funds to repair the old boat, or to provide an engine for the new one?

Answer--Yes, and this success has in part. It will be interesting to you that one of the churches on the coast, old friends of Rev. A. L. Linsley, who first interested himself in carrying the gospel to Alaska and who first interested himself in opening up this vast Territory for gospel missions, and for whom a boat will be named, has provided the annual upkeep for the boat that it may navigate the waters of this newly people land, within easy access of the missionary thus equipped, thus assuring the constant use of the boat when finished and ready for duty. We hope the Board will succeed in getting funds for an engine.

Before answering your next question let me give you

Dr. Hibben #2

an outline of the work we expect to accomplish for the natives of south-eastern Alaska which means the Presbytery of Alaska. I am sending you a map carefully marked by Rev. Wagener which will give you a better idea than this page, but this will supplement the knowledge it conveys.

First--The southern section of the presbytery (within the red line of the map which stations are marked by purple stars) should be given the gospel in addition to the missions in the stations which can be found in General Assembly minutes, and this can only be done by a missionary equipped with a boat. Our idea is to take the present boat called the "Lois" and place her on that unit with headquarters within the bounds of the those stars, where the missionary can go from place to place, especially during the season when the natives are fishing, and keep them in touch with gospel service. During this time they are subjected to all sorts of temptations because of the floating population brought in for the summer work from the States. In the winter the natives return to their homes, usually those places have stated missionaries working for their spiritual uplift, and with the native helpers the fields will be well manned during the winter as well.

Second--The middle section (green stars) will be under the care of a missionary with a boat. The boat we expect to use has been built so far as the hull is concerned for the past ~~nine years~~, but on account of the lack of funds, and lack of knowledge of the need of this service, this boat has been waiting a chance to get into the water since. It is a 40foot hull 9foot beam, and will need a new engine of 15 horse power. This boat is to be named the "A. L. Lindsay."

Third--The northern section (red stars) comprises the largest section and the most dangerous waters to navigate. For this unit we want a new boat about 60 feet long, beam 18, arranged so that a service can be held on board the boat when necessary. This will need 75 horse power engine, which must be so arranged as to accommodate some 30 people for a service on board. This necessary on account of the numerous logging camps opening because of the growth of the wood pulp industry in the Territory. We want to call this engine the "Princeton" and hope to will not fail in securing it and the interest of ~~those who~~ believe the name and all its stands for. This is the most importance of the three sections and we are hoping and praying that these people will not be deprived of the privileges the gospel can carry to them. In former years Rev. Beck has spoken to upwards of 4000 people during one summer and the future will bring many more people as the industries of that section open up. You will remember the estimate Rev. Wagener gave you us for the building (new) engineering and equipping of the "Princeton" was \$20000 (This was in answer to the new suggestions given at the marf as you were leaving Juneau, when you asked if the new boat could be called the Princeton.) The hull will cost half of this amount, and the engine and equipment the other. You will remember we spoke as the \$20000 would be sufficient to place the three boats in commission. But we will now need to say that this was for second-hand large boat for the northern unit, which hull would be difficult to purchase at this time of the year as there are no boats on the market now.

3 - Can you give us the exact items of cost for repair of the old engine and for the purchase of the new one?

Answer-- A new crude

cruise oil burning engine for the "Lindsay" will cost

Dr. Hibben #3

\$1650, 15 horse power. The completion, - woodwork, lighting, deck hardware, sleeping quarters, galley equipment, compass, charts, etc., \$3000 additional, making the boat cost about \$4650. These are the latest available estimates. *Crude oil is a great saving and all engines should burn it. The "Lois" engine should be disposed of.*

For the "Lois" there is needed a 33 horse power crude oil burning engine and the latest estimate we have is \$3335 installed. In addition to this there will be needed Delco lighting system that will carry a picture machine as well as lighting the boat, and the full equipment of eight berths of linen, mattresses, etc., and it is estimated that \$1500 will be required for this equipment.

For the "Princeton" there is need such equipment and such prices as has been partially specified above. The plan contemplates services on the boat for preaching the gospel, popular entertainments for the natives and a circulating library. There will also be done a considerable work in the white settlements of the field. This boat will also be used for the general conference work of the presotery and for the Home Board.

4 - How large a territory do Dr. Bruce and Dr. Young work over and is it anywhere near Point Barrow?

Answer-- The size of the Territory is as I have indicated above in my letter, and Juneau is about as far from Point Barrow as it is from New York to Denver, Colo. In the northern unit there are 30 preaching points and it will take thirty days to cover the field once. This itinerary is for the six months of the summer. In the winter time the natives are in their villages and the stays will need to be of longer duration.

5 - Are the Alaskan Indians contributing anything toward the missionaries' work with which they seem to be in full accord?

Answer-- Yes the natives are contributing small sums to the work. They are growing yearly in this giving even tho it be slowly accomplished. We are endeavoring to introduce the envelop system with them with varied success.

I might add here that neither Dr. Young nor myself will be in command of these boats. Mr. Waggoner has navigated boats on these waters for some 100,000 miles, and Mr. Beck upward of 35,000 miles, and these men are well fitted to take up the arduous service of these to be valuable additions to this needy work.

If funds are not available the "Lois" can be used as she is but we do certainly need the "Princeton" this coming summer, and I verily believe that it will be one of the greatest satisfactions to those who furnish the funds of anything they could do to further the gospel among the worthy natives of this section.

With kindest regards in which Rev. Waggoner and Dr. Young share to you I am

Very cordially yours,

THE COMMONWEALTH FUND  
1 EAST 57TH STREET  
NEW YORK

BARRY C. SMITH  
GENERAL DIRECTOR  
BARBARA S. QUIN  
ASSISTANT DIRECTOR  
MAX FARRAND  
ADVISER IN EDUCATIONAL RESEARCH.

December 29,  
1922

My dear Mr. Banks,

Thank you very much for your letter of December 27th, which gave the figures we needed.

Yours very truly,

*Barbara S. Quin*

Assistant Director.

Mr. Varian Banks, Treasurer,  
Board of Home Missions of the  
Presbyterian Churches,  
156 Fifth Avenue,  
New York, N.Y.

BSQ:F

HOME MISSION COMMITTEE  
AND  
VACANCY AND SUPPLY

REV. GEORGE G. BRUCE, D. D., CH., JUNEAU, ALASKA  
REV. E. L. WINTERBERGER, SKAGWAY, ALASKA  
REV. DAVID WAGGONER, JUNEAU, ALASKA

PRESBYTERY  
OF ALASKA

REV. DAVID WAGGONER,  
JUNEAU, ALASKA  
STATED CLERK AND TREASURER

REV. S. HALL YOUNG, D. D.  
GENERAL MISSIONARY  
JUNEAU, ALASKA

Boat file  
Juneau, Alaska,  
December 30, 1922

Mr. Varian Banks,  
156 Fifth Avenue,  
New York, N.Y.

Dear Mr. Banks:--

I have a letter before me from Dr. Hibben of Princeton which reads as follows:

"My dear Doctor Bruce:

I am endeavoring to interest Mr. Harkness in the boat which is needed for the missionary work of Juneau. Mr. Harkness' Assistant Director has written me asking certain questions which I am unable to answer. If you will kindly let me know as soon as possible the information which Mr. Harkness needs I will at once communicate with him."

I am enclosing the letter that Rev. Waggoner and I framed and sent on this today's boat. I made copies of it, which by the way was hard for me to do on another man's machine, and you are receiving a copy of Dr. Hibben's letter. We are hoping that this information which we carefully compiled will be sufficient to start the ball to rolling, and later the boat to rolling. I have repeated the questions and so will not need to sent a copy of the letter from Mr. Harkness.

We preachers all get together with Dr. Young for New Year's dinner. Mr. Behrends the kind man, always sends all the preachers a turkey for Christmas time. You may know that Dr. Young is now toothless, but we have a fine sausage grinder that works well on turkey.

With warmest regards I am

Fraternally yours,

Geo. G. Bruce

January 12th, 1923.

Re: Alaskan Boat

Rev. George G. Bruce, D.D.,  
Juneau, Alaska.

Dear Dr. Bruce:

I was much interested in your letter of December 23th last addressed to Dr. Hibben giving him full information in response to his inquiries. Like questions were sent here and I submitted replies as per enclosed copies of letters sent through Dr. Marquie and in response to letters received direct from the Assistant Directory of the Commonwealth Fund.

It is quite remarkable that your own statement is so strongly corroborative of that made from this office and it looks as though you people who are on the job know pretty nearly what you are talking about. I am very glad to learn that you know just as much about this boat question as I do...? (Please reserve your comments on this until you meet Brother Waggoner again then you can have an indignation meeting.) It has pleased me very much to find that my own limited knowledge of the situation in Alaska is so accurately reflected in the statement which has been submitted to the Commonwealth Fund direct from this office. I thought you might be interested in knowing that part of the facts which you gave so clearly in your communication to Dr. Hibben has been in the hands of the Commonwealth Fund for sometime.

This plan of Dr. Hibben to secure the amount required for the new boat is somewhat different from the one he tentatively proposed when in Juneau, and I am inclined to think that there would have been better results, not in a financial way, but in the interest that would be aroused in Alaska if his original plan to raise the required amount among the students at Princeton University was carried out. I would not be at all surprised if Dr. Hibben originally intended to depend upon Thornton Penfield for a good deal of help but his accident and the long delay in reaching him has prevented Thornton from giving assistance that I know he would have been very glad to render.

Now as to the amount required to complete the "A.L.Lindsley". When Waggoner and Beck left Seattle on their return home, I am inclined to think they took with them the same understanding that I had, viz: that Rev. A.B.Keeler expected to come East after January 1st in the interests of our debt campaign and that he expected, before returning home, to present this boat matter to two or three wealthy congregations in connection with an invitation he had received to supply their pulpits. I fear, however, that this particular hope must be abandoned inasmuch as Mr. Keeler resigned the field superintendency of Western Washington to take effect January 31st, in order that he might accept a position that had been offered him several times with the Board of Church Erection as its Western representative. This, I presume, will prevent Mr. Keeler from coming East. If he is able to make the Eastern trip I am sure, if the opportunity is still open, he will be very glad to present this boat proposition to the Churches he had in mind, as he, undoubtedly, is ready and willing to help all he can to raise the required funds to complete the boat now at Kake.

Rev. George G. Bruce, D.D. - page 2.

January 12th, 1923.

In view of the foregoing, therefore, it would seem to me advisable to make provision, if possible, to appropriate from the Alaskan budget for next year a sufficient amount to complete the "A.L. Lindley", if the Alaska budget for 1923-24 is sufficiently large to permit of it. The raising of special funds is not a commendable procedure in view of the fact that all the Boards of the Church are supposed, at least, to work in harmony and cooperate with the New Era Movement. The Boards of the Church are expected to name the definite work which they wish to carry on during next year and then confine their appeals and statements to those objects as all within the budget. In ninety-nine cases out of a hundred amounts raised specifically for much needed work or for some ~~new~~ <sup>in the budget</sup> specific object of a particular Board come out of the offerings for that particular Board and the result is that the expected income, in response to the General Assembly's appeal for a definite total, is reduced by just the amount given in response to the special appeals. I do not need to enlarge upon this subject as I think you all understand it pretty well. Your own experience as a Pastor will probably confirm this. I, therefore, feel that it is desirable, from every point of view, to make provision, if possible, for the completion of the "A.L. Lindley" from next year's budget even if some other contemplated work must be postponed, and to even the further extent of eliminating some work which is not producing results, so as to release the funds for the important work which, through want of best facilities, cannot now be carried on among the various stations during the summer which are now, necessarily, neglected.

In this connection, may I make the following suggestion: that the Home Mission Committee of Alaska Presbytery go over the 1923-24 budget figures again and indicate in the order of their importance the amounts that will be needed next year. When the complete budget for next year is considered by the Budget Committee appointed by the Board it will be very helpful to have such a statement from your Committee in order that some idea may be had as to what it will mean if the Board is unable to provide the full amounts asked for. It will help me very much, too, when the budget for Alaska is considered as I imagine the Budget Committee will turn to me for what information they need and I shall consider it a privilege to represent Alaska Presbytery in our Council as effectively as I can.

Much of the foregoing is intended for Brother Waggoner although I presume that you are in such close touch with him that naturally you would give him this letter to read.

Very sincerely yours,

VB MG [Signature] Treasurer

Encs.

February 19th, 1923.

Miss Mary J. Harris,  
126 Burke Street,  
Easton, Pa.

Dear Miss Harris:

It was my privilege to be sent by the Board last summer to the Western coast on Board business and while there to make a trip to Southwestern Alaska in order to look after some of the properties connected with the Board's work at Haines and Hoonah.

I left Seattle on July 19th and arrived at Juneau, my first stopping point, on July 22nd. At that place I was joined by Rev. S. Hall Young, D.D., our General Missionary to Alaska; Rev. David Waggoner, Pastor of the Juneau Native Church; Rev. George J. Beck, Pastor of our Hoonah Indian Church, and Thornton B. Penfield, Jr., a theological student who was spending the summer in Alaska as assistant to Mr. Beck. In company with these brethren I took the Mission boat "Lois" and went to Sitka, Hoonah, Haines, Kluckwan and Skagway. I found that practically all of the Indians were absent from their villages, either fishing or employed at the canneries, so that I had a very limited opportunity to see many of the native members of our Church.

The only way one can travel around Southeastern Alaska is by boat. There are no roads, generally speaking; all the islands are practically covered by mountains which come to the water's edge. On a few of the islands there is sufficient flat ground at the foot of the mountains to permit of villages being established. Without a boat our missionaries can practically do no missionary work except in a spasmodic way. About ten years ago a friend of the Board gave to Rev. David Waggoner the money with which to purchase a power boat, named the "Lois" after the donor's daughter. This boat has been doing splendid work in permitting of regular visitation by our missionaries to the various Indian villages located at the water's edge on these various islands.

Some of our Mission stations can only be served at irregular intervals because we have but one boat. I had a two days conference with the brethren in Juneau before I returned to the States, and the great burden of their need was an additional boat to permit of some of the neglected places being visited regularly.

Many of these Indians are graduates of our Sitka Indian Training School; they have not only embraced Christianity but they are trying to live it in a practical way, and to induce their people to live better lives. The Alaskan Indian is naturally simpleminded and honest, and when he finds our missionary has no ulterior motive but loves him for his soul's sake, success attends the ministration of the Gospel.

I came away from Alaska impressed most strongly with the necessity

Miss Mary J. Harris, page 2. February 19th, 1923.

for an additional boat to be placed in the waters of Southeastern Alaska. We have men ready to take up this work if the boat is provided.

The First Church of Portland, Oregon, upon presentation of these facts to them, when the suggestion that this Boat be named the "A.L.Lindsley" in honor of the first missionary of the Presbyterian Church to Alaska and later one of its Pastors, agreed to supply the annual sum of \$1750. to provide for the maintenance of this proposed new boat. It will cost about this sum to supply gasoline and oil, and food for the missionary who will spend a goodly part of his time on the boat in traveling from one mission station to another.

Now, I have recited all of this for the specific purpose of presenting to you a suggestion which I somehow feel will interest you and probably meet with your approval. We have, as you know, your accumulated annuity gift which now aggregates the sum of \$4,318.57. I was asked by the brethren in Alaska, and also by members of our Executive Council, if there was not some way by which the required amount to provide for this boat could be obtained, in such way as to avoid increasing the Board's debt.

The Boat in question has been partly built and in order to complete it and instal the gas engine, it will require the sum of \$4,650. Now my proposition is simply this: would you view with favor the use of your accumulated annuity gift to complete the boat, "A.L.Lindsley", so that it may be put into commission by May 1st next, with the knowledge that your gift will, in this way, be a medium for doing much good among the native peoples in Southeastern Alaska. It seemed to me that you would be pleased to know that your gift was furthering, in this way, a work which is important and promises great success in the way of uplifting the native peoples in the various islands in that country. I do not hesitate to commend this matter to you for your consideration as I believe it will more fully carry out the spirit of your thoughtful gift to this Board, than in any other way that I could suggest. If we are able to complete the boat this year we will have no difficulty in securing two young men to use it this coming summer in work which will be well received and be uplifting to the Alaskan natives.

It is proposed to divide Southeastern Alaska into three zones - one zone to be ministered to by the "Lois"; the second by the "A.L.Lindsley"; and the third by a new boat which President Hibben of Princeton University has agreed to provide by interesting his friends in subscribing the amount necessary to purchase a third and larger boat. Dr. Hibben became as enthusiastic as I am as a result of his visit to Alaska last summer.

Will you kindly let me know whether you would regard favorably the use of your accumulated gift in the above suggested manner.

The last I heard from you was that your eyesight was failing a bit, but I sincerely trust that you are still able to use your eyes to advantage. With kind personal regards, I am

Yours sincerely,

VB MG [Signature] Treasurer

~~D. J. M. & Harry~~

~~Easton, Pa.~~

~~Feb. 25/23.~~

Mr. Warren Banks - Yours.

Dear Sir:

My cousin Miss Harris  
is unable to use her eyes to  
write a reply to yours of Feb. 19<sup>th</sup>.  
She is interested in your plan for  
the use of her money and is  
willing that you should do with  
it as you think best.

She is a little puzzled as to  
your statement of her annuity gifts.  
I have before me statements -  
thirteen in number - signed by  
Harry C. Ulrich and dating back  
to Oct., 1899. The entire sum of  
those gifts aggregate \$9000.

The following is a true copy.

Oct. 1899 -	\$1,000
Oct. 1903 -	500
Nov. 1904 -	500
April 1905 -	500
Oct. 1907 -	500
Oct. 1908 -	500
April 1908 -	500
April 1909 -	500
Oct. 1909 -	500
Apr. 1910 -	500
Jan. 1911 -	500
Oct. 1913 -	1000
Feb. 1914 -	<u>\$2000</u> <u>9000</u>

The figure you mention is \$4292.55  
Do this interest or the aggregate of  
gifts as far as they have fallen  
under your observation?

Mrs Harris was much interested in  
your letter. Her health is fairly  
good. Write to her at 126 Burke St  
Yours truly, Eleanor P. also.

TEASER'S 1920.

February 28th, 1923.

Rev. George G. Bruce, D.D.,  
Juneau, Alaska Copy for Rev. Geo. J. Beck

Dear Dr. Bruce:

This letter will probably bring to you and the brethren with whom I had the joy of conferring when in Juneau last summer, more than ordinary satisfaction.

When discussing the question of the completion of the Kake boat I had in mind a plan by which the required amount would be forthcoming at the proper time, but did not mention it because I was not sure that my ideas could be carried out.

We have a good friend of the Board who has given us at various times sums of money on which annuity interest has been paid. Some six or seven years ago this friend directed that instead of sending the interest to her it be allowed to accumulate and as of this date we have in this accumulated interest fund the aggregate sum of \$4,300. From time to time we regularly reported the amount of this fund to the donor and repeatedly we were instructed to continue the accumulation of this interest with the understanding that the amount, available at any given time, could be used for any purpose designated by the donor.

I wrote this friend a few days ago telling of my trip to Alaska, what I saw there and the great need for a second boat, mentioning the Kake boat which is to be called the "A.L.Lindsley", and reporting the approximate sum that would be required to complete the boat, installing the engine, ready for use this coming summer. I am in receipt of a reply from the donor, Miss Mary J. Harris, stating that she was much interested in my letter and that I should do with the funds as I think best. What my thoughts are can be at once understood when you now learn that you are now authorized to go ahead with the completion of the Kake boat make arrangements for it to be towed to Seattle as soon as weather conditions permit, have the engine installed so that, if possible, the boat may be ready to be put into commission by May 15th. I will write later to Brothers Waggoner and Beck regarding some details relative to the engine that is needed for the Kake boat, and with whom to get in touch, etc. so that all necessary arrangements can be made before starting south with the hull of the "A.L.Lindsley."

I wrote Miss Harris that we would arrange to have a brass plate permanently affixed in the boat, preferably in the pilot house, reciting the fact that the placing of this boat in the mission work was made possible by the gift of Miss Mary J. Harris, and that the cost of its maintenance is supplied by the First Presbyterian Church of Portland, Oregon. When this plate is installed and the boat is finished, I would

Rev. George G. Bruce, D.D. - page 2

February 28th, 1923.

like to have several pictures of the boat and several of the plate. While I fear that Miss Harris, who is rapidly losing her eyesight, may not be able to see well enough to appreciate the picture, the fact that she has it in her possession and can be informed of the wording on the plate will, I doubt not, bring her some little satisfaction.

I will get in touch with Mr. Cunningham of Seattle, the man with whom Messrs. Keeler, Waggoner and Beck conferred at the time of the latter's visit to Seattle last fall, so that whoever takes up the correspondence with Mr. Cunningham can carry out the original plan in a more satisfactory manner than if the details were left to me to be attended to at this long distance point.

I am sending a carbon copy of this letter to Mr. Beck. This letter will answer for Dr. Young and Mr. Waggoner.

You will note that because of this being specially provided for outside of the regular income of the Board, the requirements for the southeastern Alaska work for next year will happily be reduced. We will now only need to provide in next years budget for that portion of the expense of installing the engine in the "A.L.Lindsay" in excess of this special gift which we now have available. This excess will probably not amount to more than \$300., if the estimate of \$4,600. included in the budget represents the outside figure.

Now, one thing I wish that you four men would do - write me a letter of appreciation covering this special gift of Miss Harris that I may send them to her. I am quite sure it will comfort the good lady's heart as she is not only steadily losing her eyesight but is enjoying only fair health and apparently has not a great while to live. I do not mean by this that Miss Harris is in immediate danger but her advanced age makes it quite probable that she is not long for this world. If each of you will send such a letter of appreciation to me I will see that it is placed in the hands of Miss Harris.

Very sincerely yours,

VB - MG [Signature] Treasurer.

February 28th, 1923.

Miss Mary J. Harris,  
128 Burke Street,  
Easton, Pa.

Dear Miss Harris:

I regret very much to learn through letter just received from your cousin, Miss Eleener P. Allis, that your eyesight is such that you were unable to read my recent letter. I was fondly hoping that as time passed on an improvement would be effected. I am glad, however, to know that your general health is fairly good and I hope it continues so.

We are much pleased with your response to the suggestion made in my letter. Personally, I felt that you would welcome the proposition which you have assented to for the use of the accumulated interest on your annuity gifts in a specific work that will result in untold good in the uplift and betterment of the native population in Southeastern Alaska.

It will give me more than ordinary pleasure to write to the brethren in Southeastern Alaska that the boat, which will be christened the "A.L.Lindsley" can now be finished, towed to Seattle where the selected engine will be installed which will enable the boat to be taken back under its own power, and put into commission for immediate work. It will, I am sure, gladden the heart of Mrs. Fenfield, the young student, who spent the summer of 1922 in mission work among the natives and who will now attempt to secure an associate to go with him so that the two can rendethis boat next summer in continuing the excellent work which Mr. Fenfield did last year.

Regarding the inquiry which Miss Allis submitted, in connection with which she gave a list of your annuity gifts to this Board; her list is correct; namely, that we have a total of \$9,000. recorded here on which interest is earned year by year, which interest, according to your instructions oft repeated, is to be held and accumulated for such use as you may wish. The figure given you, therefore, \$4,292.55 represents the accumulated interest on your annuity gift since the time you instructed us to hold the interest here and allow it to accumulate. It seems providential that you should have adopted this generous plan inasmuch as this interest now permits the splendid addition to our mission work in Southeastern Alaska as represented by the Boat.

It is my purpose to have a brass plate made and fastened in the pilot house of th<sup>e</sup> boat, to the effect that the finishing of the boat and the installation of the engine represents your gift. In this way those wh<sup>t</sup> use the boat will be constantly reminded of the name of the donor wh<sup>t</sup> make it possible to place the boat in commission. When the boat has been fully completed and ready for commission I will send you a photograph of it. I have already requested our Alaskan representative to take a few pictures of the completed boat.

Yours sincerely,

# PACIFIC NET & TWINE CO.

DEALERS IN

FISHING AND CANNERY EQUIPMENT -- MARINE HARDWARE

STEAMSHIP SUPPLIES, GAS ENGINES AND ACCESSORIES  
FISH NETTING, TWINES, LINES, ROPE AND CORDAGE

1223 WESTERN AVENUE  
COR. UNIVERSITY STREET

SEATTLE, WASH.

March 7th, 1923



AGENTS FOR  
PLYMOUTH  
CORDAGE CO.

Rev. A. B. Keeler,  
156 Fifth Ave.,  
New York City, N. Y.

Dear Mr. Keeler,

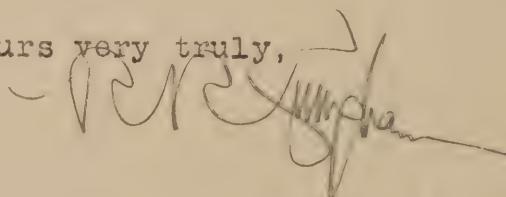
Your letter of Feb. 23rd was opened by my brother during my absence. I trust that by this time you have received the quotation and found everything in order.

//We are rather worried about getting delivery of the Frisco Standard Semi-Diesel engine for your boat. The Standard Company has received so many orders for the larger sizes that they have not as yet got around to making the 3 cylinder 25 H.P. or 3 cylinder 40 H.P. sizes. We can however, get reasonably quick delivery on the 2 cylinder 35 H.P. also the 3 cyl. 55 H.P. We will be interested to know just about what power will be suitable, but think it will be hard to get a definite idea until we see the boat. Be sure to keep me advised as to when we may expect same.//

I hope to see you back in Seattle soon, meanwhile with kindest regards, I am,

Yours very truly,

RRC/HM



March 8th, 1923.

J. Thorburn Ross, Esq.,  
590 Main Street,  
Portland, Oregon.

Dear Mr. Ross:

You and Mrs. Ross will be much pleased to learn that it was my privilege to interest a good friend of the Board in our work in Alaska and that a sufficient amount has been given us to complete the construction of the "A.L.Lindsley" for the purchase and installation of the engine and necessary equipment, and hence, the placing of this vessel in commission next May. Mr. Thornton B. Penfield, Jr., the student from New York who spent the summer in mission work among the native Indians, as an assistant to Rev. George J. Beck of Heenah, became so much enthused over the success of his labors that he and a fellow student will return to Alaska and conduct missionary work on and through the "A.L.Lindsley" during the coming summer.

I have thought it would be most appropriate to have a tablet permanently placed in the pilot house of the "A.L.Lindsley" in order that all who visit the boat may know how the boat came to be put at the disposal of the Board. I have, therefore, prepared the matter to be placed on this tablet, probably of brass, and now enclose a copy which I wish to submit to you and Mrs. Ross either for your approval or for such suggestions as you may care to make. The matter proposed to be placed on this tablet is rather lengthy, but I do not see how it can very well be shortened. I may add that one of the objectives in adding the purpose to which the boat is dedicated is not merely for record but that the Indians in the various missions, many of whom board the boat for conference and council with our missionaries, may read and thereby be impressed with the objective which the Board desires to reach in placing this boat in the waters of Southeastern Alaska. I have thought that you would not be averse to giving your approval or making any suggestion you may desire in this connection.

I regret very much that circumstances were such that I was unable to meet you when you were in the City. I twice made an effort to see you but was unable to carry out my good intentions. I trust that this finds you and Mrs. Ross in the best of health. Kindly remember me to Lindsley. I continue to look back upon my visit in Portland, in which you and Mrs. Ross and Lindsley had so definite and pleasant a part, with a pleasurable zest. Mrs. Banks joins me in sending kindest personal regards to you.

Sincerely yours,

VB MG to Frank C. Banks, Secretary and Treasurer  
Enc

March 13th, 1928.

Re: Alaskan Boat

Rev. David Waggoner,  
Juneau, Alaska

Rev. George J. Beck,  
Hoonah, Alaska

Dear Brethren:

You will find enclosed copy of a letter I have just written to Mr. R. R. Cunningham of the Pacific Net & Twine Company concerning the proposed engine for the "A.L.Lindsey." This letter, insofar, as it covers the subject speaks for itself. Will one of you please write, as soon as possible, to Mr. Cunningham giving him not only the information I have referred to but other valuable and helpful information which I, through inexperience, would naturally overlook.

The amount which we have available for the "A.L.Lindsey" would not be more than sufficient to cover all costs connected with the completion of its hull and its equipment ready for being put into commission. We, of course, have got to provide the expense for towing the hull down to Seattle by the "Lois" and expense of running both boats back. I wish you would let me know what you estimate would be the cost for this round trip.

A letter from Mr. Cunningham received today addressed to Mr. Keeler, who is in New York for a season in connection with his duties as Church Extension Secretary of the Board of Church Erection, states:

"We are rather worried about getting delivery of the Frisco Standard Semi-Diesel engine for your boat. The Standard Co. has received so many orders for the larger sizes that they have not as yet got around to making the 3 cylinder 25 h.p. or 3 cylinder 40.h.p. sizes. We can, however, get reasonably quick delivery on the 2 cylinder 35 h.p. also the 3 cyl. 55 h.p. We will be interested to know just about what power will be suitable, but think it will be hard to get a definite idea until we see the boat. Be sure to keep me advised as to when we may expect same."

It is apparent that Mr. Cunningham can accomplish nothing definite until he has full and accurate information regarding the "A.L.Lindsey" or else see the boat itself. It would seem to me that the latter is not necessary if you will carefully give all data that he can possibly need. Negotiations from this point forward will have to be carried on by one of you two men direct with Mr. Cunningham, but you will need to bear in mind that the total sum available

Mr. Waggoner - Mr. Beck - page 2.

March 13th, 1823.

for completion of the boat cannot very well be exceeded in any great amount. If in addition to the \$4,300 we have, it will not cost more than \$300 additional do not hesitate to go right ahead with any arrangements you wish to make and we will find the additional sum in some way. If you should find, upon a careful investigation, that the completed boat will exceed, inclusive of the labor of installing the engine, \$4,600 then you had best communicate with me by wire.

Do not fail to tell Mr. Cunningham all that you know and omit nothing which can be of any possible use to him. In other words, do not make the mistake which I have sometimes made of understanding a subject so thoroughly myself that I fail to convey to the recipient of my communication the same point of view and understanding. Mistakes can be avoided, you of course will appreciate, by being extra careful to make every possible angle of this matter clear and thoroughly understood.

Very sincerely,

VB MG / President of the Board of Commissioners / Treasurer

Enc.

March 13th, 1923.

Re: Alaskan Boat

Mr. R. R. Cunningham,  
Pacific Net & Twine Company,  
Seattle, Washington

Dear Mr. Cunningham:

Rev. A. B. Keeler, who is in this City for a limited season, has just handed to me your letter addressed to him, dated March 7th, bringing the rather disturbing information that you are concerned about getting delivery of the Frisco Standard, semi-diesel Engines, for either one of our two boats, viz: the "A.L.Lindsley", which boat I understand is 45' long, and the "Lois" a boat of 55' length.

We are not as yet prepared to purchase the engine for the "Lois" but a few days ago we secured a special gift from a friend with which to complete the hull of the "A.L.Lindsley" and for the purchase and installation of the required engine and equipment. It has not been possible to send word before this time for the reason that we could not give an order for the engine until we had the money in sight with which to pay for it; this because of our very heavy debt and the instructions of our Finance Committee that no part of our income for current work should be diverted towards the cost of erecting or building churches or boats. I make this explanation so that you may appreciate that such delay as has occurred on our part has been due to inability to write anything definite.

We now have in hand about \$4,300. with which to complete the building of the hull of the "A.L.Lindsley" and for its engine and equipment, and upon the basis of the proposition submitted by Mr. Keeler last October, after conference with you or your brother, we can readily take care of the 25 h.p. 2 cylinder Frisco Standard Oil Engine, which, complete with all accessories, was priced at approximately \$2,350. This figure, we understand, did not include the cost of labor in installing.

I am writing to Rev. George J. Beck of Hoonah, Alaska, and Rev. David Waggoner of Juneau, Alaska, our two practical boat men who have for some years been alternately running the mission boat "Lois" through Southeastern Alaska, asking them both to get together and write you definitely -

- 1st - as to the length, beam and draft of the "A.L.Lindsley"
- 2nd - if, in their estimation a 25 h.p. 2 cylinder oil engine will be sufficient for that boat.
- 3rd - about what time they can reach Seattle with the hull of the boat in order that you may have ample opportunity to inspect it and determine definitely the h.p. that will be required to effectively and economically drive the boat.

In Mr. Keeler's letter of last October he referred to the length

Mr. R. R. Cunningham - page 2.

March 13th, 1923.

of the boat in question as 35'. I am, however, under the impression that the "A.L.Lindsey" is nearer to, if not actually, 45'. This brings up the question in my mind, although I know nothing whatever about boats and engines, whether a 25 h.p. 2 cylinder engine is sufficiently powerful for a boat of the length length.

You will get a good deal of help in settling this question from Messrs. Waggoner and Beck as they are not novices in this matter having had some ten years experience with a boat in Alaskan waters.

In your letter to Mr. Keeler just received you state that you can get reasonably quick delivery on the 2 cylinder 35 h.p., also 3 cylinder 35 h.p.. There seems to be a difference in h.p. as contained in Mr. Keeler's letter of October last and your reference. Do I understand that the approximate cost for a 2 cylinder 35 h.p. as approximately \$2,350. and that Mr. Keeler made a clerical error in referring to the engine priced at that sum as a 25 h.p. engine. Of course, it makes no difference whatever to us which designation is correct so long as the engine selected will do the work and will not cost us much in excess of the sum named.

I should have stated in connection with the above that we assume the cost for the lights on the boat will be in addition to the above sum, and that these lights will cost probably not less than \$200. While Mr. Keeler states that cheaper lights might be obtained, they are not so dependable. I do not believe we are justified in trying to economize in this latter respect.

I trust that without undue delay you will hear definitely from either Mr. Waggoner or Mr. Beck, or both, as that you will know when to expect the hull of the "A.L.Lindsey" to arrive in Seattle.

At the time I was in Seattle it was understood that the mission boat "Leis" would tow the hull of the "A.L.Lindsey" to Seattle. Whatever arrangements are made with you by either Mr. Waggoner or Mr. Beck will be confirmed from this office.

Appreciating your valuable help and interest in this matter,  
I am

Very truly yours,

VB : MG [Signature] Treasurer

HOME MISSION COMMITTEE  
AND  
VACANCY AND SUPPLY

REV. GEORGE G. BRUCE, D. D., CH., JUNEAU, ALASKA  
REV. E. L. WINTERBERGER, SKAGWAY, ALASKA  
REV. DAVID WAGGONER, JUNEAU, ALASKA

# PRESBYTERY OF ALASKA

REV. DAVID WAGGONER,  
JUNEAU, ALASKA  
STATED CLERK AND TREASURER

REV. S. HALL YOUNG, D. D.  
GENERAL MISSIONARY  
JUNEAU, ALASKA

# 2 Banks, Mar. 14, 23,

David Waggener,  
Juneau,

Seattle Wn Mar 13, 1923.

Delivery fiftyfive and seventy five HP engines each forty days impossible to make delivery fifteen HP within six months as this size not yet started and factory loaded with business on larger sizes stop new engine has proved up to all expectations installing eleven at Seattle.

Pac Net and Twin-C-O.

Dr. Young, Dr. Bruce and myself had a conference this morning upon the receipt of Mr. Cunningham's wire. (The Cunningham to whom I wired is the brother who has charge of engine sales.) We find from this wire that we cannot get before September the engine we planned for the Lindsley. It is our opinion that the plan of Heavy Oil engines for all of our boats should be carried out in the interest of safety and economy. The gas engines are not so reliable as the oil engines nor so easy of operation for the inexperienced or amateur engineer. Our men are not machinists nor engineers but men of ordinary ability which we find in the average walks of life. For this reason we feel that the Semi-Diesel engine is necessary for the safety of the missionary who will be called upon to run it.

The cost of gasoline and distillate is constantly advancing. I am assured by a representative of the Union Oil Co, an official from the general office at Seattle, that there will be no lasting reduction in this advanced price. On the other hand this same official told me that diesel oil is a by-product which will always be on hand and must be sold and that the price will not be materially advanced. Also that the refined oils will be necessary for the autos &c so that the marine engines will have to be manufactured to run on the diesel oil. Hence in the interest of economy we must equip all boats with the diesel oil burning at the earliest date we are able.

It is our opinion, that since we cannot get the Standard Semi-Diesel engine at once to complete the Kake boat, to follow a plan which will look toward the equipping of all the boats to do the work which we in conference with you agreed upon last summer. That is to put the desired Semi-Diesel engine in the Lois, (which the above wire says can be delivered in forty days) and use the Lois gas engine in the Lindsley until such a time as we can secure the engine we desire. The present Lois engine will run more economically in the smaller boat than it does in the Lois, and will have a shorter season and a smaller milage to make during that season than does the Lois.

In using the Lois engine in the Lindsley there need be no change in the construction of the hull nor in the arrangement of the cabins. The engine bed and the size of the engine room can be made to conform to the measurements of the Oil Engine. The installation of the gas engine will only require the raising of the

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# 3 Banks, Mar. 14, 23

bed a few inches which can be done by an extra piece on the main bed. I would estimate that there will not be an extra cost, covering the transfer of the engine to the Lindsley and its removal when we can procure the Oil Engine, of over \$200, that is in replacing the old engine with the new at a future date.

You will recall our discussion during our trip last summer about the difference in cost of operating the gas engine at present in the Leis and the prospective semi-diesel. The present engine takes  $3\frac{1}{2}$  gals fuel per hour @ 18¢ or 63¢ to 7½ miles. The semi-diesel will burn for the larger HP  $3\frac{1}{2}$  gals per hour @ 7½ or 25¢ and run 9 miles. The lubrication will be about the same in cost. In addition the boat will be safer with the additional power in stress of weather. You will remember that when we struck the heavy seas in Icy Straits that the Leis slowed down to 3 miles per hour. So we feel that the semi-diesel engine will make for safety and economy in the running of the Leis. Another item we also discussed last summer was the cost of engine upkeep. The Leis engine has been in constant operation for eleven years. Each year the cost of upkeep will increase in renewal of parts &c. It is cheaper for us to sell this engine and replace it with a more economical design before the cost of annual repair increases. For the same reason we feel that the transfer to the Lindsley should be temporary only. To acquaint you with the problem confronting us the following telegram was sent you today:

Mr. Varian Banks, Treas. Juneau, Mar. 14, 1923.  
156 Fifth Avenue, New York City.

"Wire from Cunningham Seattle states delivery engine Lindsley impossible before six months stop can deliver herse power Leis forty days stop Committee advise consider transfer Leis engine to Lindsley for present and equip Leis heavy oil ~~if~~ <sup>if</sup> stop working on Lindsley send five hundred dollars meet payments letter follows."

David Waggoner.

About finances to carry out the boat plans. In the first place the new engine for the Leis installed will cost about \$6000 in Seattle. This includes the putting in of a new shaft log which is necessary on account of the heavy oil engines having a larger shaft.

Second-- the cost of the Lindsley putting in the present engine of the Leis will less than \$4650 by the sum of the cost of the oil engine, except the \$200 mentioned above.

Third-- If we decide not to make the change in the Leis at this time we will have to consider the purchasing of a new gas engine of the same estimated power as the oil engine at about \$300 more than the estimate of \$4650.

~~Leis~~ Fourth-- If we do not change the Leis we must not take the ~~boat~~ from its work. The freight on the hull of the Lindsley to Seattle will be \$300 minimum." We are of the opinion that the boat ought

35 H.P  
55 H.P

HOME MISSION COMMITTEE  
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#4 Banks, Mar. 14, 1923

to be finished in Seattle where all equipment and materials can be purchased. I have investigated and find that all materials will have to be ordered from Seattle. With the courtesy of the Cunninghams providing special terms and rates there will be much saving on all purchases in Seattle over Juneau. Further it is my conviction that the boat should be dedicated in Seattle with Dr. Bowman of the Portland church present and such of the family of Dr. Lindsley as can be present.

Fifth-- If the plan suggested by the Committee is carried out, the Lois can tow the Lindsley to Seattle for about \$50 additional to oil or fuel expense of making the same mileage without tow. The transfer <sup>can be</sup> made at the boat yard where the wood work of the Lindsley is completed. And all equipment can be secured at a just price.

I have also learned today that a young man and wife who will take work with us next year will be ready about the time we complete the boats. They too could be transferred from Seattle to their field at a saving of \$100 or more and have the experience which can be had on such a trip in preparation for their new work.

Now if the Board takes the recommendation of Presbytery's Committee and instructs us to equip the Lois with the Oil Engine and transfer the gas engine from the Lois to the Lindsley it will be necessary that the engine order be placed at once with Mr. Cunningham. Further if we are to have the Princeton in commission this year the order for her engine should be given immediately. Could you not get in touch with Dr. Hibben and acquaint him with this fact? I hope and pray that our plan of a three boat service may be carried out this summer. I will look with much interest and prayer for the message from you which instructs me to go ahead with the ordering of the new engine for the Lois and the equipping of the Lindsley. I am enclosing a snap shot of the hull of the Lindsley taken when we were working on the boat last month.

With best regards I am

Sincerely yours,

*David Waggoner*

March 16th, 1923.

Re: Alaskan Boat

Rev. David Waggoner,  
Juneau, Alaska

Dear Mr. Waggoner:

Your telegram of the 14th inst. came to hand last night. You ask for \$500. to meet payments for work on the "A.L.Lindsley"; this money, I understand, is to be used for material and labor. You will find enclosed check to your order for this amount.

Will you, if it can be determined in a fairly accurate way, advise me what it will cost to complete the hull and the interior so far as it can be finished ready for the installation of the engine.

I have given careful consideration to the recommendations submitted in your telegram and regret to say that I cannot approve the proposition to transfer the engine now in the "Lois" to the "Lindsley" for the present. Not only does that seem to me a useless expense but it defeats the very object we hoped to obtain, viz: to stop the large expense for running the engine now in the "Lois". When that engine is taken out it should be sold for what it is worth. If once the "Lois" engine is installed in the "Lindsley" it will never be taken out. I do not think we are warranted in assuming the large expense that will have to be incurred in making this transfer, nor do I think I could get a single vote in the Council to incur such an unusual expense.

*until worn out*

I had a conference with Thornton Penfield only two days ago and stated that information received from Mr. Cunningham indicated very definitely that the proposed new engine for the "A.L.Lindsley" could not be secured in time to have it installed and put that boat into commission for use by himself and Mr. Giles, the student who has agreed to take up with him, work in South-eastern Alaska during the coming summer. I also advised Penfield that the probabilities are that he and Mr. Giles would have to cooperate with yourself and Mr. Beck in the use of the "Lois" this summer.

I firmly believe that it would not only be more economical but the best plan to defer ~~the completion~~ of the "A.L.Lindsley" until a permanent engine can be installed. It is much better to defer this for six months and have it done right than to adopt any makeshift proceeding simply because the required engine for the "A.L.Lindsley" will not be available for this summer. Then too, just suppose the "Lois" engine should be transferred to the "A.L.Lindsley" you are getting nowhere as we do not have in hand a sufficient amount with which to purchase the larger engine required for the "Lois", and I very much fear that the Board at its meeting in April will require the Executive Council to formulate a budget on a basis not to exceed this year's appropriation. If this should be the case then there would not be a dollar available for additional boats or equipment, with the result that in order to provide any additional required amount for a new engine for the "Lois" it will be necessary to seek

Rev. David Waggoner - page 2.

March 18th, 1923.

this sum through special appeal.

This latter procedure is not welcomed by the Board for the reason that it cuts into our income by reducing the expected gifts from the very sources upon which we depend for our income to meet our own obligations. Frankly speaking, it is a fine theory for purpose of securing one's objective to say that any such sums as may be contributed for special purposes not provided for in the Board's budget will be considered as over and above the regular offering, but from experience I can testify that this beautiful theory never works out in practice.

For instance, Mr. Buchanan of Sitka has sent out a general appeal to churches throughout the States for gifts towards his new church building on the assumption that his appeal will be considered as apart from and in addition to the regular gifts for the Board's projected work, but here is the result:  
\*A few days ago I received a letter from a Sunday School Superintendent, written on one of the remittance forms which this Board furnishes in connection with its Sunday School programs, in which the sum of \$45. was enclosed as the offering taken at the Washington's Birthday service. Attached to the letter was a request that \$10. of the amount be sent to Sitka to aid Buchanan in his new church building. This is a clear case of an offering being taken for the Board's work and the assignment of almost 20% towards a work which, though worthy it is true, had no relation to the Board's budget. Therefore, not one penny of this \$10. was available to meet our own obligations and we enjoyed but \$35. of the total offering all of which should have come to the Board. I take the pains to mention this merely to make clear to you and your associates, and the other brethren in Juneau, why we must look to the judged sum assigned to Alaska Presbytery for the total income on which to conduct the work.

Now, going back to the boat question - bearing in mind, of course, that we must reach a decision which will limit any obligation incurred to the actual amount in hand, and inasmuch as we do not have available an amount sufficient to pay for the cost of the transfer of the "Lois" engine to the "Lindsley", even though that were considered advisable, and to purchase a new engine for the "Lois", my deliberate judgment is to continue the use of the "Lois" for the coming summer and to complete the "A.L.Lindsley" and instal the required engine as soon as may be.

I have talked with Mr. Seeler about this and he agreed with me that there will be no difficulty in securing the cooperation of the First Church of Portland in authorizing the use of their special gift of \$750 per annum towards the expense of running the "Lois" pending the completion of the "A.L.Lindsley".

If we had the money in hand with which to purchase the larger engine for the "Lois" I would not hesitate to recommend to our Executive Council that the "Lois" be sent to Seattle, the old engine taken out and a new one installed upon the ground that the larger engine is the only one of which we can be assured delivery, but we do not have the money and we must wait the time when the smaller engine for the "A.L.Lindsley" can be supplied.

I fear that this letter will disappoint you and Mr. Beck, but I

Rev. David Waggoner - page 3. March 16th, 1923.

cannot bring myself in harmony with the idea of expending a considerable sum for the purpose of making a temporary adjustment as between the two boats when later all the labor and expense attending such a change will represent mere waste. Wait the six months that Mr. Cunningham estimates will be required in order to provide the smaller engine and I am quite sure by the time another year goes by you will all agree that the wiser plan has been adopted.

There is still another side which should be taken into consideration. We do not have the amount, nor do we have the money in sight, to provide for the three additional missionaries required to man the two boats, as I take it we are all agreed that Mr. Beck should not run either boat alone, and that means, with his assistant and two additional men on the "A.L.Lindsley" three new men will have to be provided for. Until we can be assured that the budget that can be assigned to Southeastern Alaska is sufficiently large to provide for these three men or, even two, we must move slowly.

Mr. Keeler is in New York, having been called here as Extension Secretary to take the place of Dr. Wylie during the latter's absence on a trip to Panama, but expects to start for the West next week and will, at the earliest moment, seek a personal conference with Mr. Cunningham. I have gone over this matter fully with Mr. Keeler and he understands the situation from your viewpoint as well as ours, as I have shown him your telegram. Mr. Keeler will not be in Seattle for any continuous length of time as his new work requires that he travel to the various places from which applications have been received by the Board of Church Erection for grants in order to report upon the local situation. Therefore, such letters as you may write to him will not receive as prompt response as would be the case where he at home all the while. I mention this in connection with the suggestion that you keep in touch with him so that he may arrange for such matters as the situation develops and consult with Mr. Cunningham in person on the basis of your letters to him. This personal touch with Mr. Cunningham will be much more satisfactory than correspondence.

Mr. Keeler is desirous of doing all that he can to help you in this matter within the limitations which confront us.

Very sincerely yours,

V.B. MG (Signature) V.B. M. G. Waggoner, Treasurer

Enc.

March 17th, 1923.

Rev. David Waggoner,  
Juneau, Alaska

Dear Mr. Waggoner:

In connection with my letter of yesterday I want you to know that I realize the contents of your expected letter mentioned in your telegram, may present a different phase of the situation and, therefore, wish it to be understood that I have an open mind as to the best procedure to be followed.

I cannot think, however, that it is a wise plan when once the engine in the "Lois" is taken out to utilize it in any other way than to sell it for what it is worth, in view of its age and the quantity of work, the expense of running it at the highest point.

I will readily write you in receipt of your expected letter.

Sincerely yours,

V.B. MG

Treasurer

March 20th, 1923.

Re: Alaskan Boats

Rev. David Waggoner,  
Juneau, Alaska

Copy for - Rev. George J. Beck,  
Hooneh, Alaska

Dear Mr. Waggoner:

That you may have the figures before you, as well as the knowledge of the finances connected with the "A.L.Lindsley", I would say that the

Total amount available for the completion of the hull and the installation of the engine is. .... \$4,316.87 which amount includes interest that will accrue up to the 25th inst.

Against this total we have expended the following amounts which I reported to the Finance Committee upon my return from the West, which expenditures they approved upon the understanding that these expenditures would be met from the fund to be raised for the purpose of completing the "A.L. Lindsley"; namely,

2 dinners in Portland and traveling expenses of Mr. Keeler. .... \$ 88.75

Amount advanced to you in Seattle for calking the "A.L.Lindsley". .... 250.

Traveling expenses of yourself from Juneau to Portland and return ..... 153.18

Traveling expenses of Mr. Beck and wife to Portland and return ..... 277.36

Additional amount sent on account ..... 500.00  
..... 1,289.59

Less two gifts received for boat ..... 25.00

Making expenditures to date. .... 1,244.59

Leaving a balance available for the final completion of the hull and installation of the engine. .... \$3,072.08

From this you will see that it is not possible to consider the purchasing of a new engine for the "Lois" at this time. The only safe procedure to follow is

Rev. David Waggoner - page 2. March 20th, 1923.

finish the hull of the "A.L.Lindsley" and complete the interior up to the point where the engine must first be installed.

This and my previous letter to you is written, you will understand, before the receipt of the letter referred to in your telegram as having been sent. Therefore, the foregoing, as well as my previous letter, does not represent a reaction on your reference to this matter by mail.

I hope that Mrs. Waggoner has fully recovered from her illness so that your mind is thoroughly relieved.

Sincerely yours,

VB MG. Rev. David Waggoner, Treasurer

Mary J. Harris Acc Gift      4295.55

Int 3 mos. to 3/25/23      24.12

4316.67

Less Alaska Boat Fund

\* 144.09  
Composting hull 500.      1244.09  
of A.L. Lindley  
3/16/23 acc      3072.08

\* Portland dinner { 23.75  
60. - ✓

Cooking "A.L. Lindley"  
Boat no. ✓

Beck Exps. 277.66

Staggner, " 153.18

769.59

5.00

Gift of Mrs Stewart

& Mrs. Greenhawie      25. -

744.59

March 28th, 1923.

Miss Mary J. Harris,  
Eustis, Fla.

Dear Miss Harris:

You will, doubtless, receive some letters of appreciation from two or three of our longtime missionaries in Alaska. I am enclosing a letter which has been sent to you in my care by Rev. S. Holl Young, D.D., our General Missionary in Alaska.

Referring to a previous letter which I sent you stating that a suitable tablet would be installed in the new boat, I herewith copy for such inscription.

Sincerely yours,

V. D. MG

Treasurer

Encs.

LINDSLEY.

March 30th, 1923.

Re: Alaskan Boat

Rev. David Waggoner,  
Juneau, Alaska

Dear Mr. Waggoner:

As intimated in my letter to you of March 20th you will understand that it was simply a preliminary to the final settlement of the boat question, in view of the disappointing fact that the desired oil engine could not be delivered for, at least, six months.

I have carefully considered your letter of the 14th inst., and realizing that we should, of all things, avoid deferring the installation of the required engine in the "Lindsley", inasmuch as we have the money in hand not only to complete the boat but the pledge for its maintenance, I sent the following wire on the 27th inst. to Mr. Cunningham:

"Can you guarantee delivery in Seattle twenty horsepower gas engine Frisco Standard within twenty days coating installed \$1625. as per estimate given Keeler last October. Wire our expense. In case affirmative reply will instruct boat be brought to Seattle as soon as possible."

Yesterday I received reply by wire:

"Your telegram twenty-seventh. Can assure you arrival in Seattle of either two cylinder twenty horsepower or three cylinder twenty-five horsepower Frisco Standard gas engines by May 15th if ordered immediately. We would recommend the twenty-five horsepower for the A.L.Lindsley. Price \$1950. list F.O.B. Seattle with complete outfit not installed. We can have shafting and all installation material ready before May first. Can make immediate delivery out of Seattle stock of three cylinder thirty horsepower at \$2950. list F.O.B. Seattle which would not be too big for Lindsley."

In view of the great advantage of having a bit more power than is absolutely necessary as against a shortage of power in time of need, bearing in mind your most helpful reminder of our trip through the icy straits when the "Lois" slowed down to three miles per hour, I felt justified in ordering the larger engine even though it would cost a considerable amount more than the price named on the 25 hp. oil engine which it had been decided was the one well suited to the "Lindsley." I, therefore, sent the following telegram yesterday:

[REDACTED]  
"Order three cylinder thirty horsepower Frisco standard gas engine."

This assures that the "Lindsley" engine will be available for installation immediately upon arrival of the hull at Seattle. I am following your advice that it would be preferable to have the installation made at Seattle because

Rev. David Waggoner - page 2.

March 30th, 1923.

of the reasons you give, although I could wish that the installation could be made at Juneau inasmuch as the engine can be sent up there at less cost than the towing of the hull to Seattle, and then running the boat back under its own power." There is an advantage, however, in the latter to which I will in a moment.

The \$2150., as I understand it, includes the shafting, propeller, piping, compressed air whistle outfit, batteries and magneto; in addition, the lights required for the boat would cost, installed, approximately \$200. at a minimum. If we were going to buy an engine every year for the "Lindsley" I should then not hesitate to purchase the smaller engine; as it is, however, whatever engine is put into the "Lindsley" should be expected to do duty for, at least, from ten to fifteen years end, therefore, I believe it is more economical in the end to put in the right kind of an engine, viz: one that can easily handle the boat, then to cut down the power to save about \$200. I have, therefore, concluded if the funds available for the completion of the "Lindsley" are not sufficient to carry out plans already made, we will have to find some way to secure such additional sum as will meet the full cost.

I had a talk with Thornton Penfield the other day, and as you have been previously advised the Educational Department of the Board, from its appropriation for student work the coming summer, has arranged to send Penfield and a fellow student, a Mr. Guiles, to Alaska this summer. The salary for these two men will not come out of the Alaska Presbytery budget. Thornton felt that the work which he and his associate had planned to do under the direction of the Home Mission Committee of the Presbytery, and in cooperation with Mr. Beck would be seriously handicapped if they were compelled to rely upon "Lois" only. which under the circumstances I felt was the only thing to do but the receipt of your letter and the third suggestion made that if no change in the "L" engine can be made we would have to consider the purchasing of a new gas engine for the "Lois", clarified the situation. Thornton thought it would be very helpful to himself and associate if they could have a bit of experience in running the boat from Seattle to Juneau, and therefore, you and Mr. Beck might possibly manage to tow the "Lindsley" to Seattle with the foreknowledge that one of the students could assist you on one boat and one assist Mr. Beck on the other on the return trip.

On the other hand, you may decide that the most economical plan in the end, in view of the need for the use of the "Lois" in Southeastern Alaska and to avoid taking her off the work for the time it would consume in going to and from Seattle would be to have the "Lindsley" sent by freight at once and then one of you men go to Seattle to supervise the installation of the engine and the necessary equipment.

In considering this matter, please bear in mind that first consideration, especially if one plan is going to cost several dollars more than the other. Other things being fairly equal, the amount of work should then be the deciding factor. I am mentioning this as having but a limited amount to spend, and granting that the most economical plan will be adopted I am inclined to think the funds which we now have available

Rev. David Waggoner - page 3

March 30th, 1923.

be insufficient to complete the full amount that will be required to place the "Lois" in commission.

In the event that the budget to be assigned to Alaska Presbytery for next year will permit of the engagement of the young man and wife who have consented to take up work next year, arrangements will be made for these two to be in Seattle about the time the "Lois" and the "Lindeley" return to Juneau, and therefore, I am inclined to think that the bringing of the hull by water with the "Lois" will in the end save money as the cost for traveling back will be reduced by the saving in the travel of the new missionary and his wife. As to the certainty of the latter going, however, I cannot speak definitely. If, as possible, the Board should be compelled to reduce appropriations all around, in the event that our old debt is not paid and a new debt should be incurred because our income in the current year does not measure up to our expenditures, then there will have to be a cut somewhere and the question of sending up a new man and his wife would be the one to be considered. I do not wish to be understood as being pessimistic but with our receipts from living sources, up to last night, some \$45,000 less than a year ago, and because our expenditures for the current year will approximate \$100,000 more than our receipts of last year, you can readily see what the result will be if we fail to overcome this shortage. The budget, this year, will, I feel well advised, be formulated on a different basis, viz: instead of fixing a budget of needs, irrespective of what our income is going to be, we will have to get down to brass tacks and consider the appropriations for 1923-24 in the same light that an individual conducts his expenses; namely, we will first ascertain our rate of income and then base our budget on such total. The Board has exhibited strong faith in the Churches by keeping the expenditures well in advance of receipts, but this plan has proven to result in simply rolling up a large debt year by year. I speak of these things now that you brethren may be somewhat prepared for a possible reduction instead of, as we had fondly hoped would be enjoyed, an advance, even though the increased amount should not represent a very great sum. As I advised Dr. Bruce in a recent letter the day that the sum budgeted to Alaska Presbytery is known, I will send him word by wire so please rest assured that this information will be placed in your hands at the earliest possible moment.

Regarding your suggestion that Dr. Hibben be seen in connection with the proposed "Princeton", I would say that we have left no stones unturned in this direction, but Dr. Hibben, after reaching College last fall, found that the pledges of the students for work in China were considerably behind and he finds that it is going to require all they can possibly do to carry out their pledge and feels that it would be both unwise and unsuccessful if an attempt were made to raise \$20,000 this year. Thornton visited Mr. Hibben about ten days ago and I, not knowing the conditions at Princeton, asked him to impress upon Dr. Hibben the great desirability of carrying out his own plan and the expectation of you men in Alaska; the above information was the result of his visit. You may as well put the third boat out of your mind for this year, at least. I wish that Dr. Hibben's plan could have eventuated as hoped for, but I am consoled by the fact that we have one additional boat anyhow.

With kindest regards to Dr. Bruce, his wife, and Mrs. Waggoner, and yourself,

. . . Very sincerely yours,



THE BOARD OF THE CHURCH ERECTION FUND  
OF THE GENERAL ASSEMBLY OF THE  
PRESBYTERIAN CHURCH IN THE UNITED STATES OF AMERICA.

Telephone Call 9757 CHELSEA

REV. DAVID G. WYLIE, DD.,LL.D.  
*General Secretary*

REV. A. B. KEELER  
*Extension Secretary*

REV. GEORGE R. BRAUER  
*Treasurer*

156 FIFTH AVENUE.

Index A.L. LINDSLEY BOAT NEW YORK October 17, 1923

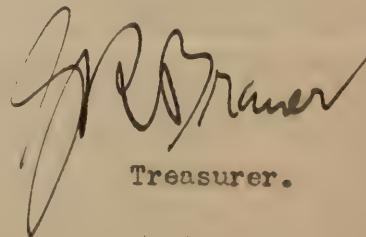
PRESBYTERIAN BUILDING

Mr. Varian Banks,  
Board of Home Missions,  
BUILDING.

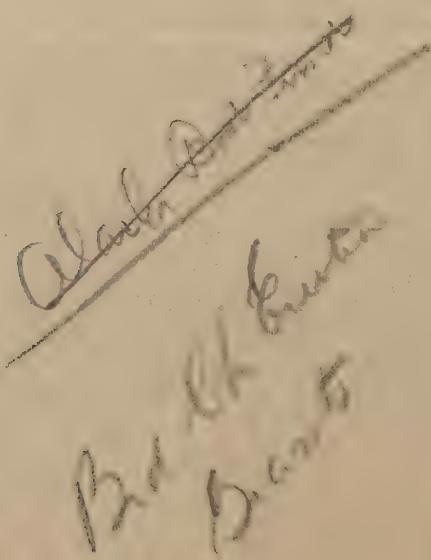
My dear Mr. Banks:

In accordance with your request that the unappropriated balance - \$1,448.16 of the \$75,000. fund (not cash,) which we are reserving for the use of the Board of Home Missions buildings shall be allocated toward the \$1,500. you still need for the Lindsley Boat we have assigned that amount toward the Lindsley Boat. In view of your needing this money, I take pleasure in handing you herewith our check for this amount.

Sincerely yours,

  
George R. Brauer  
Treasurer.

GRB:MEM  
Enccl.

  
Clark  
John C. Lester  
Varian Banks



FROM

The Board of The Church Erection Fund,  
For the A.L.Lindsley Boat

MISCELLANEOUS

NO. **21403**

MONTH DAY YEAR

Oct 19 1923 \$1448.16 BY Rev.G.R.Brauer, Treas.

PRESBYTERIAN BUILDING, 156 FIFTH AVENUE, NEW YORK

## THE BOARD OF HOME MISSIONS

OF THE PRESBYTERIAN CHURCH IN THE U. S. A.

ACKNOWLEDGES WITH CORDIAL THANKS, RECEIPT OF ABOVE AMOUNT CREDITING TO ACCOUNT STATED

ACCOUNT  
Board of Church  
Erection Grants

VARIAN BANKS, ~~xxxx~~ ASST TREAS. PER CIB

### FORM OF BEQUEST

I give, devise and bequeath unto the Board of Home Missions of the Presbyterian Church in the U. S. A., incorporated April 19, 1872 by Act of the Legislature, of the State of New York, the sum of \_\_\_\_\_ Dollars

HOME MISSION COMMITTEE  
AND  
VACANCY AND SUPPLY

PRESBYTERY  
OF ALASKA

REV. GEORGE G. BRUCE, D. D., CH., JUNEAU, ALASKA  
REV. E. L. WINTERBERGER, SKAGWAY, ALASKA  
REV. DAVID WAGGONER, JUNEAU, ALASKA

REV. DAVID WAGGONER,  
JUNEAU, ALASKA  
STATED CLERK AND TREASURER

REV. S. HALL YOUNG, D. D.  
GENERAL MISSIONARY  
JUNEAU, ALASKA

Re Boat "A.L.Lindsey."

Juneau, Alaska,  
November 18th, 1923.

Mr. Varian Banks, Treas.,  
156 Fifth Avenue, New York City.

My dear Brother:

As stated in my letter "Re Hoonah Mansa" I am dividing my letter in answer to your statements in letter to Dr. Young under date of October 26th, 1923 concerning my relations to the construction of "Hoonah Mansa" and "Boat A.L.Lindsey" and this letter will have to do solely with my relations to the "A.L.Lindsey".

I thank you for sending a copy of Dr. Young's letter from you, since it gives me the right to answer criticisms you have made in letters to others, of which I am cognizant, about my relations to the "A.L.Lindsey", accusing me of lack of Business Integrity and Business Ability, in what passed through my hands in the completion of the said Boat.

Quoting from your letter to Dr. Young in which you are quoting him; page 7 paragraph 3. Boat - "A.L.Lindsey."

"I am certain that if Mr. Waggoner had had a free hand in the matter of the "A.L.Lindsey" we would have had a better and faster boat at an expense of \$2,000 less than it has now cost." from Dr. Young's letter

"This from your reply---

"The implication, as well as its inspiration is quite clear. Let us consider this remarkable criticism in the order of its presentment, as above underscored:

- 1st. If Mr. Waggoner had had a "free hand"
- 2nd. He would have built a "better" boat
- 3rd. He would have built a "faster" boat

You are implying that I put these words into Dr. Young's mouth. The fact is I never knew that Dr. Young had this opinion or had expressed it until I received the above copy. Why should I ask for a free hand in this particular work when in all my transactions with the Board it has always been understood---for 22 years--- that I was to act under instructions from its officers? No this is simply Dr. Young writing to you. I will make this plain in what follows by quoting from your letters.

Second- He would have built a better "boat. How could this be possible since the records show that I contemplated a boat to cost \$4650 when you built a boat at the cost of \$8,740. It is an impossibility for any man to build a better boat with that difference in cost. No you will find no criticism from me on the quality of the "A.L.Lindsey" as now built, it is a splendid boat and well worthy of the funds put into her at this time, but it is not the "A. L.Lindsey which I made an estimate on.

Third- He would have built faster boat. No, it was not my plan to build a fast boat. I would have built perhaps a more economical boat to oppose.

The only way I see to disabuse your mind of these "remarkable criticisms" and to show you the disarrangement between the estimates of the Presbytery of Alaska and the funds actually expended \$8740, + \$4090. above our estimates is to give you the history of what was done in Alaska and to quote from your letters as to what was done in New York.

In 1914 Mr.Beck through correspondence with the Board in New York was instructed to build a boat for the Kake Field. What the cost of the boat was to be, or the model of construction, as presented to the Board might have been I have no way of knowing. There is nothing in the records of Presbytery. In September of that year I was transferred from Klawock to Juneau and Dr.Condit transferred the Lois to Mr.Beck at Kake. The Kake ~~had~~ boat was not at that time continued further in construction. In 1916 Mr.Beck was transferred together with the Lois to the Hoonah field. Before leaving Mr.Beck asked for \$100 for work on the hull that he might leave it in safe condition.

The following estimates for this boat are taken from the Minutes of Presbytery, which record shows the recommendations of the Presbytery to the Board and sent in each year by the Chairman of the Home Mission Committee; See your files.

April	1916-	Appropriation Estimate for Hull	\$ 100.
"	1917	Installation New Engine 16 H.P.	1375.
"	1918	" " " "	1800.
"	1919	Engine and copleteing boat	3000.
"	1920	Completing new Boat	4000.
"	1921	No record in Minutes	
"	1922	Completing Boat	4289.
"	1923	" "	4650.

Upon what were the above estimates made? Upon the type and plan of boat submitted to Presbytery's Committee by Mr.Beck as the type and plan he had in mind when he himself started the construction of the boat at Kake, doing the work with his own hands. It is plainly marked in the minutes that the engine was to be 16 H.P. The engine as specified from the beginning was a Frisco Standard. Now you will notice the increase between the years of 1917 and 1918 for the cost of engine installation. You will understand that this is due to war conditions and cost of iron products.

To the year 1919 it was the plan of Mr.Beck and myself to go to Kake and spend part of our summer in completing the boat in accordance with his plans of construction. Mr. Beck had not returned to Alaska in April 1919 hence an additional \$1200 were asked for a man to complete the boat. From this date the figures show that Presbytery contemplated that the boat would be finished by other workmen than Mr.Beck and myself.

Upon what information were the above estimates made? They were made from 1917 to the arrival of Mr.Beck and myself in Seattle May 22nd.1923, upon the plans given orally by Mr.Beck as the plan upon which he was building the hull, and the arrangement of the location of engine and cabin. The estimates were submitted to the reputable

-3- Mr.Banks- re "A.L.Lindsley."

hardware merchants, the sheet metal workers, the Electric Light Co, and the boat builders of Juneau. The agent of the Frisco Standard Engine gave the estimate of the Engine---16 H.P. In 1922 when you were in Juneau the estimate of \$4650 was made again upon the same plan miz; a written list of equipment, all except the engine, and the ~~the~~ statement by the only reputable boat builder in Juneau of what he thought he could do the work which Mr.Beck described as the plan of boat.

When you called us to Seattle 1922 to confer with yourself and Mr.Keeler about the completion of the "A.L.Lindsley" and to attempt to secure its maintainance you introduced us to Mr.R.R. Cunningham of the Pac.Net & Twine Co. You told us that Mr.Cunningham was an expert in engines and boat construction. All our relations with Mr.Cunningham to date have borne this out, and further we have found him most courteous and obliging.

At your request we described the hull at Kake to Mr. Cunningham, the type of equipment, and what we thought was necessary, from our standpoint as missionaries, to meet the requirements of the work which the boat would have to do. From this conference we gathered that it were better for us to install an "Oil Engine" a type of which Mr.Cunningham handled. We accepted this statement gladly for we had wanted to have a Semi-Diesel but did not know of one of the small H.P. to be used in the A.L.Lindsley could be secured. We were assurred that this could be done by Mr.Cunningham, and there was no question of its reliability, which had been our difficulty.

We told Mr.Cunningham we had planned on a 16 H.P. engine for the boat but wished that it could be 20 H.P. He said that the 15 H.P. Oil Engine would actually deliver nearly 20 H.P. as it rating was low and that it developed more power than gas. Further we understood from Mr.Cunningham the following ( it was not in writing):that he would install in the type of boat Mr.Beck described and the material which Mr.Beck said was on hand in boat the 15 H.P. Oil Engine for \$1350. Also that his firm would give to us all equipment at the same price F.O.B. Seattle which was extended to the Juneau firms in the estimates they had already given to us. He said that he thought that we could get the hull completed in Seattle where all the necessary materials could be had cheaper than in Juneau.

I next visited the shipyard of Lake Union Dry Dock and Machine Co, to which firm I had a letter of introduction from a government official who had had work done by them. I submitted the plan of the propeded hull which was to be completed, stating the plans, the amount of material on hand, and the size of the engine. All of this was necessarily oral. I asked a member of the firm what could you do this for. He said that he could not definitely tell until he saw the hull but thought the amount I suggested might be pretty near the amount. He said that this work ought to be done as soon as possible for labor conditions might change and material since the War was an uncertain quantity.

At this point, as far as we in Alaska were concerned, the matter rested. Nothing further was heard about the boat from September when we left Seattle until March 12th when a letter from you came to Dr.G.G.Bruce of the H.M. Com. in which we are informed that the A.L. Lindsley id to be realized. In accordance with your instructions and with \$250 received from Mr.Keeler, in the meantime I had been to Kake and endeavored to get the hull ready for completion, put in bracing preliminary to calking, and the engagement of a man to do this work.

-4- Mr.Banks- re "A.L.Lindsley".

Upon the receipt of this news I got busy by wire with Mr.Cunningham to see if the engine he gave us estimates upon could be secured &c. My letter to you dated March 14th, 1923 gives all of this in detail. When I learned that the 15 H.P. Oil Engine could not be delivered I made certain recommendations to you in that letter. One of the main recommendations had to do with the changing of present engine in the Lois to the Lindsley and getting the Semi-Diesel engine for the Lois. Three reasons for this are given: first Economy since the Lois is a larger boat with a larger service than the A.L. Lindsley; Second Safety since the Lois is underpowered for her service; Third making it possible to complete the A.L.Lindsley this year. All of this will be found in paragraph 2 of page 3 letter of March 14th, 1923. In passing notice this paragrah does not ask for more power for the A.L.Lindsley than contemplated when all of the estimates were made by the firms. This applies only to the Lois which has a larger and more difficult service.

The recommendations of that letter are as follows:

"1st- About finances to carry out the boat plans. In the first place the new engine for the Lois installed will cost about \$6000. in Seattle. This includes the putting in of a new shaft log which is necessary on account of the heavy oil engines having a larger shaft."

This is the cost quoted by Mr.Cunningham upon our description of the work.

"2nd.- The cost of the Lindsley's putting in the present engine of the Lois will be less than \$4650 by the sum of the cost of the oil engines, except the \$200 mentioned above."

My recommendation still has the oil engine cost \$1350 as the basis of the estimate of \$4650. The \$200 is explained in my letter as extra in arranging the engine bed to fit the Lois engine -- notice on the same bed as originally planned, in the stern of the boat.

"Third-- If we decide not to make the change in the Lois at this time we will have to consider the purchasing of a new gas engine of the same estimated horse power as the oil engine at about \$300 more than the estimate of \$4650."

Notice we have again in this recommendation an engine of the same estiamted H.P. viz 16 H.P. as originally planned and at an additional cost of \$300 over the \$4650.

"4th.- If we do not change the Lois we must not take the boat ~~to~~ ~~\$4650~~ from it work. The freight on the hull of the Lindsley to Seattle will be \$300 minimum. We are of the opinion that the boat ought to be finished in Seattle where all equipment and materials can be purchased. I have investigated and find that all materials will have to be ordered from Seattle. With the courtesy of the Cunningshams providing special terms and rates there will be much saving on all purchases in Seattle over Juneau."

This is a paragraph which you lay much stress upon in your letter to Dr.Young. You have omitted in the criticism one very important item viz. taking the Lois from the field. We afterward understood from letters to Mr.Cunningham and Mr.Beck that you had in mind an overhauling of the Lois under expert supervision.

Now in what manner did I arrive at my Opinion ., that a saving could be made in Seattle over Juneau & C. All the firms in Juneau are friends of mine personally. I felt free therefore to go to them and consult them in this matter. I told them, the hardware merchant, the sheetmetal worker., the electricians, each and all just what the Cunninghams said they would do and that they were interested in the missions of Alaska. All without dissenting voice said by all means go to Seattle. It was not primarily a profit for them but for the good of Alaskan Missions which was not a money making institution. You will notice that I have left out the boat builder in the above list of those who had made estimates on the boat. This is because there has been no experienced boat builder in Juneau from the time of my return from Seattle---Sept. 1922--- and the date of our going to Seattle May 5th, 1923, The man making the last estimate had left Juneau. You mention the fact that Mr. Kessler had consulted a competent business man upon whether the boat could have been finished cheaper in Juneau than in Seattle. There is no man in Juneau who knew the courtesy of the <sup>others were</sup> Cunninghams except the business men whom I consulted, therefore <sup>not</sup> <sup>A</sup> in a position to know the facts.

I think the foregoing shows conclusively that our estimates were made on a definite plan; were not guess work but from reliable men in Juneau, such as C.W. Young Co., Alaska Electric Light & Power Co., Alaska Dry Dock and Boat Building Co., and the Geo. F. Forest Co., who supply engines;- all the above corroborated by firms in Seattle, such as Pac. Net & Twine Co. and the firm who built the Lindsley. Further the plan up to our notice of your purchase of the 30 H.P. was not changed.

All the above plans and recommendations and opinions were given prior to receiving any of your letters. On receipt of your letter of March 16th, 1923 which reached me about 28th I am informed "I have given careful consideration to the recommendations in your telegram and regret to say that I cannot approve the proposition to transfer the engine now in the "Lois" to the Lindsley" for the present."

" I firmly believe that it would not only be more economical but the best plan to defer plans for the use of the "A.L.Lindsley" until a permanent engine can be installed."

" Bearing in mind, of course, that we must reach a decision which will limit any obligation incurred to the actual amount in hand and inasmuch as we do not have available an amount sufficient to pay for the cost of transfer of the "Lois" engine to the "Lindsley", even though that were considered advisable, and to purchase a new engine for the "Lois", my deliberate judgment is to continue the use of the "Lois" for the coming summer and to complete the "A.L.Lindsley" and install the required engine as soon as may be."

We heartily concurred in your statements in this letter and I for one thought the matter settled for this year.

On the 20th of March you write again and say to me-

"The only safe procedure to follow is finish the hull of the "A.L.Lindsley" and complete the interior up to the point where the engine must first be installed." This I proceeded to do again endorsing your reaction, I secured a man to calk the boat.

Now comes your letter of March 30th, 1923, received after the 10th of April.

"I have carefully considered your letter of the 14th inst., and realizing that we should, of all things, avoid deferring the installation of the required engine in the "Lindsley", inasmuch as we have the money in hand not only to complete the boat but the pledge for its maintenance, \*\*\*\*\*

"In view of the great advantage of having a bit more power than is absolutely necessary as against a shortage in time of need, bearing in mind your most helpful reminder of our trip through the Icy Straits when the "Lois" slowed down to three miles per hour, I felt justified in ordering the larger engine even though it would cost a considerable amount more than the price named on the 25 H.P. oil engine which it had been decided was the one well suited to the "Lindsley". I, therefore, sent the following telegram yesterday:

"Order three cylinder thirty horsepower Frisco standard engine."

in light of what

What am I to understand by this letter? You had just said in your letters of March 16, 17, and 20th; and now on the 30th you state as above "inasmuch as we have the money in hand not only to complete the boat". Naturally I thought that you had plans which superceded any information you had seen fit to give us. Next you speak of the "25 H.P." oil engine which it had been decided was the one well suited to the Lindsley! This is the first news we had of a "25 HP. oil engine. I had nothing to do with plans or estimates which considered such an engine. I do not know who decided this. Again you say "I felt justified" "I, therefore, sent". I have no criticism of this ordering, this has always been the prerogative of the Board. We recognize the right to set aside our recommendations and to make other plans on the part of the Board. This is what I interpreted in this action and considered that any estimate or plan which I had made was in none effect. (A contract entered into between two parties if broken on the part of either immediately become void).

Another quotation from this same letter of March 30th will clearly give cause for my belief.

"I have, therefore, concluded if the funds available for the completion of the "Lindsley" are not sufficient to carry <sup>out</sup> ~~up~~ plans already made, we will have to find some way to secure <sup>up</sup> ~~additional~~ <sup>such</sup> sum as will meet the full cost."

This clearly indicates that the plans are yours and that you have in mind some means of meeting the costs.

Quoting from your letter to Dr. Young- bottom page 8.

"The only independent action which this office took in connection with the boat, and without consultation with you, was the purchase of the engine; I need not repeat what was fully explained to Mr. Waggoner in my letter of above mentioned date. (March 30th) Suffice to say that we accepted the recommendation of Mr. Cunningham, one of the best experts on engines in Seattle, and immediately ordered the engine then available."

This is in point. The change in engine changed the whole plan of the boat, the arrangement of cabin space, the location of engine, putting in timbers to carry the added H.P. &c &c, in fact it ceased to be the A.L.Lindsley proposed by the Alaska Presbytery. You should have asked Mr. Cunningham or some other reliable expert to give you new estimates, on the new design.

After a stormy trip we reach Seattle on May 21 st 1923, and according to your instructions reported to Mr.Cunningham. When Mr.Cunningham saw the "Lindsley" he immediately confirmed our fears, when we heard that a 30 HP. engine had been ordered, that it would be impossible to locate the engine and complete the boat as planned by Mr.Bank and estimated upon by myself. Your letter of May 28th indicates surprise that we had been in Seattle so long and not heard from by you. An entirely new estimate had to be sent from Seattle to conform to the plan you had inaugurated when you decided to change the plans we had made. We could not write sooner.

When we left Juneau on May 5th,1923, the latest instructions we had on hand were embodied in your letter of March 30th,1923, quoted above, inwhich you say you had decided to change the plans and order the engine, and that if the funds were insufficient to meet your plans you would find some way to secure additional funds to meet the full cost of the boat.

Your letter of April 24th,1923, reached me at Seattle and was handed to me by Mr.Cunningham the morning of May 22nd,1923, when we reported to him in accordance with your instructions. You inclosed with my letter a copy of a letter to Mr.Cunningham of the same date. Let me quote from your letter to Mr.Cunningham:

"You, of course, cannot give an estimate of the cost of labor inasmuch as that only can be determined, I appreciate, after the boat has been placed in your hands. We are quite content,however, to leave all such matters in your hands with full power as we are well satisfied that your attention to our interests will bring the best results. We place the boat in your hands for completion with full authority to do what in your judgment is for the best. Mr.Waggoner can, doubtless, give you some helpful advice in view of his long experience in Alaskan waters. He is considered, as you may possibly know, one of the best navigators in that section."

"I am sending a copy of this letter to Mr.Waggoner in order that he may know that he is to cooperate with you direct and to proceed to all that is required."

The underlining in this letter in all quotations are mine for the purpose of calling your attention to the statements.

Your letter is in plain English. The boat was placed in Mr.Cunningham's hands to carry out any plans you might have made with him. And in good faith I sought everyway I knew how, to cooperate with him. I did not think for a minute that I was any more responsible, and I was exceedingly glad that you had an expert who would see after your interests.

Now Mr.Banks I am sure that you will be just to me and decide that I have shown Business Integrity and reasonable Business Ability in view of the conflicting instructions given me up to our arrival in Seattle at which time I ceased to act for the Board. And further I trust that you will do me the justice not to consider the estimates given to the Portland Church for the running and upkeep expense of the "A.L.Lindsley" viz \$750 per annum

-8- Mr.Banks- re "A.L.Lindsley"

as my estimates for the present "A.L.Lindsley"., since the terms given to the Portland Church were upon the boat as first planned with a 15 HP. Oil Engine.

Since you close your letter, quoting---

"In closing, may I say that this letter has been dictated after conference with Dr. Marquis, has been read by him and is forwarded with his full approval." I am sending a copy of this letter to Dr. Marquis that he may know the facts as we understand them in Alaska. With kindest regards I am

Sincerely yours,

*David Waggoner*

## Sheet #1

EXPENDITURES MISSION LAUNCH "A. L. LINDSLEY".

No. of Bill		Material	Labor	Expense	Deposits
	Board through Rev.A.B.Keeler				250 00
	" by Draft #3870 - (Mar. 1923) 1922/23				500 00
	Gift on travel expense				32 50
	To April 9th, 1923, audited by Presbytery at spring meeting				
cash 1	Telegrams			3 77 ✓	
#46 2	C.W. Young Co.	2 35 ✓			
45 3	Cole Transfer			1 50 ✓	
36 4	Freight(H.H. Story tools)	1 25 ✓			
cash 5	Charis P.O. Store	1 70 ✓			
cash 6	Freight	50 ✓			
#44 7	Trip to Kake-Davis Trans. Co.				13 10 ✓
35 8	" Alaska S.S. Co				6 50 ✓
43 9	" Fred Friday				25 00 ✓
39 10	" Hotel Petersburg				3 50 ✓
40 11	" and Freight	9 00 ✓			
41 12	Haynes DeWitt labor		25 00 ✓		
42 13	Material Keku Trd. Co.	2 05 ✓			
48 14	C.W. Young CO.	28 50 ✓			
37 15	Hogue & Tveten	20 35 ✓			
38 16	Petersburg Lumber Co.	7 34 ✓			
	Totals	73 04 ✓	25 00	53 37	782 50 ✓
	April 10th, 1923 to date				
23- 3 18	Haynes DeWitt		5 00 ✓		
-42 19	Max Kuner- charts to Seattle	10 00		Refund	
-44 20	Hogue & Tveten material	7 45 ✓			2 05
-19 21	Johnny Johnson		6 25 ✓		
-20 22	J.E. Stewart material by Story	2 60 ✓			
-22 23	J.B. Patterson-calking boat		141 00 ✓		
-23 24	Mrs. Story (Patterson's food exp.		25 00 ✓		
-24 25	Ketchikan Lmbr. Co.	6 15 ✓			
-25 26	Cit. Light & Power Co.	3 00 ✓			
-26 27	Tongass Trd'g. Co	24 49 ✓			
-33 28	Ryus Drug Co. Canadian Pilot Bk.	1 80 ✓			
cash 29	P.O. Store Alaska pilot book	75 ✓			
" 30	Telegram			35	
" 31	Archway Bk. Store Drawing material		plans for builder	75	✓
" 32	Bon Marche Bedding sheets & cases	15 00 ✓			
" 33	" Face Towels	3 00 ✓			
" 34	" Curtain material	57 ✓			
" 35	Max Kuner-chart for G.C.Gould	75 ✓			
#23-35 36	San Fran. Bky. dish towels	1 35 ✓			
-37 37	C.W. Young Co.	35 90 ✓			
-38 38	"	20 00 ✓			
-36 39	Cole Transfer (tools &c	1 50 ✓			
		✓	✓	✓	
		20835	20225	5447	75

## Sheet # 2.

A.L.LINDSLEY----Expense Account Alaska to Seattle &amp; Maintenance.

Check No.		Fuel & c	Maintainance	
		Expense	to Seattle	in Seattle.
23-15	(a) Standard Oil Co, Juneau	84 79 ✓		
23-29	(b) " Ketchikan	38 48 ✓		
23-18	(c) Cole Transfer	9 00 ✓		
23-16	(d) Frye Bruhn Co. (meat)		2 50 ✓	
23-17	(2) B.M.Behrenns Inc. (groc)		37 25 ✓	
cash	(3) Hogue & Tweten (groc)		3 00 ✓	
23-30	(4) Frye & Co. (meat)		3 35 ✓	
cash	(5) American Meat Co		1 00 ✓	
cash	(6) Public Market (fruit)		95 ✓	
23-21	(d) Keku Trd. Co <sup>treat for launching</sup>	3 20 ✓		* about 20 men helped haul boat into water
23-31	(e) J.R.Heckman & Co	9 15 ✓		
23-31	(7) J.R.Heckman & Co		8 25 ✓	
		144 62 ✓	56 30 ✓	
 Groceries & car fare				
Laundry				
Telegram to Board				
Transportation to Juneau				
Taxi to boat				
Steward fee and assistance with luggage				
making two boat transfers				
			5 00 ✓	
			103 24 ✓	
 Totals				
Material Sheet #1		208 35 ✓		
Labor "		202 25 ✓		
Expense to Kake &c "		54 47 ✓		
Trip to Seattle				
Fuel &c		144 62 ✓		
Maintainance		56 30 ✓		
" Seattle and transportation				
to Juneau		103 24 ✓		
		\$ 769 23 ✓		
Bal on hand		15 32		
		\$ 784 55		
Cash deposits			\$ 784 55	

# The United States of America

DEPARTMENT OF COMMERCE  
BUREAU OF NAVIGATION

## BILL OF SALE OF LICENSED VESSEL UNDER TWENTY TONS

(Secs. 4192, 4193, 4194, 4195, and 4196, Revised Statutes, and  
Arts. 53 and 57, Customs Regulations of 1915)

To all to whom these Presents shall come, Greeting:

I know Ye, That\* The Board of Home Missions of Presbyterian Church  
in the United States of America, a corporation of New York, sole  
owner (hereinafter termed vendor)

of the Gas screw or vessel called the A. L. LINDSLEY

of the burden of nine net tons, or thereabouts,  
for and in consideration of the sum of One (\$1.00) Dollar and other valuable  
considerations dollars,  
lawful money of the United States of America, to it in hand paid, before the sealing and delivery  
of these presents, by † The Board of National Missions of the Presbyterian  
Church U.S.A., incorporated under the laws of New York (hereinafter  
termed vendee)

the receipt whereof it does hereby acknowledge and is therewith fully satisfied,  
contented, and paid, have bargained and sold, and by these presents do bargain and sell, unto the said †  
vendee, its successors

heirs, executors, administrators, and assigns, the whole  
of the said G.a.s. or vessel, together with all  
the masts, bowsprit, sails, boats, anchors, cables, tackle, furniture, and all other necessaries thereunto  
appertaining and belonging; the LICENSE of which said G.a.s. or vessel is as  
follows, viz:

\* Here insert the name and address of each vendor, and the part conveyed by him.  
† Here insert the name and address of each vendee, and the part conveyed to him.

Permanent or Temporary. Permanent	Licence No. 5-A
--------------------------------------	-----------------

The United States of America  
DEPARTMENT OF COMMERCE  
BUREAU OF NAVIGATION

OFFICIAL NO.	LETTERS
223.123	

Measured: Seattle, Wash., 1923  
Rebuilt at \_\_\_\_\_, 19\_\_\_\_\_  
Remeasured: \_\_\_\_\_, 19\_\_\_\_\_  
\_\_\_\_\_

Radio Call: \_\_\_\_\_  
Service: Missionary  
Number of Crew 4  
Gas Engine 30 H.P.

## License of Vessel Under Twenty Tons

In conformity to Title L, "Regulations of Vessels in Domestic Commerce," of the Revised Statutes of the United States,

Russell F. Pederson, of Bayview, Alaska, Master & Agent,

having taken and subscribed the oath required by law, and having sworn that The Board of Home Missions of Presbyterian Church in the United States of America, the office of which is located at New York, New York, (156 Fifth Avenue), incorporated under the laws of the State of New York, with principal place of vessel business at Ketchikan, Alaska, is a

citizen of the United States and sole owner of the vessel called the "A. L. LINDSLEY" of Ketchikan

whereof Russell F. Pederson, a citizen of the United States, is master; that the said vessel was built in the year 1923 at Seattle, Washington wood as appears by T.L. #6 issued at Seattle, Washington, July 24, 1923, now surrendered: Vessel Home and said License having certified that the said vessel is a Gas screw; that she has one deck, two masts, a sharp head, and a sharp stern; that her register length is 36.6 feet, her register breadth 10.3 feet, her register depth 4.65 feet.

	TONS	100ths
Capacity under tonnage deck	10	05
Capacity between decks above tonnage deck		
Capacity of inclosures on the upper deck, viz: Forecastle; bridge; poop; break; houses—round 3.07 side chart radio; excess hatchways; light and air	.89	
GROSS TONNAGE	3	96
	14	01
Deductions under Section 4153, Revised Statutes, as amended:		
Crew space, Master's cabin;		
Steering gear, Anchor gear, Boatswain's stores;		
Chart house, Donkey engine and boiler, Radiohouse;		
Storage of sails, Propelling power (actual space, 2.07), 4.48		
TOTAL DEDUCTIONS	4	48
NET TONNAGE	9	—
The following-described spaces, and no others, have been omitted, viz: Forepeak, aftpeak, open forecastle, open bridge, open poop, open shelter deck, anchor gear, steering gear, donkey engine and boiler, light and air .43, wheelhouse 1.23, galley .26, condenser, water-closets .26, cabins Companion .17		

Proof being had of her admeasurement, she shall not be employed in any trade while this license shall continue in force whereby the revenue of the United States shall be defrauded, and said master having also sworn that this license shall not be used for any other vessel, or for any other employment than is herein specified: LICENSE is hereby granted for the said vessel to be employed in carrying on the Coasting Trade for ONE YEAR from the date hereof, AND NO LONGER.

Given under my hand and seal, at the Port of Ketchikan, in the District of Alaska, this 2nd day of August, in the year one thousand nine hundred and Twenty-three (1923)

F. R. HAVENS

No

Deputy

Collector of Customs.

To have and to hold the said Gas Screw

and appurtenances thereunto belonging unto it the said vendee, its successors

heirs, executors, administrators, and assigns, to the sole and only proper use, benefit, and behoof of it  
the said vendee, its successors

heirs, executors, administrators, and assigns forever: And it the said vendor

has promised, covenanted, and agreed, and by these presents do es promise, covenant, and agree, for  
itself, its successors  
heirs, executors, administrators, and assigns, to and with the said  
vendee, its successors

heirs, executors, administrators, and assigns to warrant and defend the said Gas screw  
or vessel and all the other before-mentioned appurtenances  
against all and every person and persons whomsoever

In testimony whereof, The said vendor, by its

duly authorized to sign, seal and deliver,

has hereunto set its hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, in the year  
of our Lord one thousand nine hundred and twenty five (1925)

Signed, sealed, and delivered in presence of— THE BOARD OF HOME MISSIONS OF PRESBYTERIAN  
CHURCH IN THE UNITED STATES OF AMERICA

[SEAL.]

By

[SEAL.]

By

[SEAL.]

<sup>1</sup> STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

Be it known, That on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, personally  
appeared before me,<sup>2</sup>

and acknowledged the within instrument to be \_\_\_\_\_ free act and deed.

In testimony whereof, I have hereunder set my hand and seal this \_\_\_\_\_ day  
of \_\_\_\_\_, A. D. 19\_\_\_\_\_

[SEAL]

<sup>1</sup> This acknowledgment may be made to conform to requirements of State laws.

<sup>2</sup> If the vendor is a corporation, write:

"who being duly sworn, deposed and said that he is the president, secretary, or other officer or agent [the acknowledgment of an instrument by a corporation must be made by some officer thereof authorized to execute it by the board of directors of the corporation. If the corporation has no seal, that fact must be stated in place of the statement respecting the seal,] of the name of corporation, the corporation which is described in and executed the within instrument, and that he knows the seal of the said corporation and that it is affixed and was so affixed to the within instrument by order of the board of directors of the said corporation at whose order he signed his name and acknowledged the within instrument to be the free act and deed of the said corporation," or such other words as may be required by State laws.

Cat. No. 1344

DEPARTMENT OF COMMERCE  
BUREAU OF NAVIGATION

BILL OF SALE

OF

LICENSED VESSEL UNDER 20 TONS

10

CALLED THE

Customhouse,

, 19

Received for record, h. m. M.

Recorded, book \_\_\_\_\_, page \_\_\_\_\_



THE BOARD OF THE CHURCH ERECTION FUND  
OF THE GENERAL ASSEMBLY OF THE  
PRESBYTERIAN CHURCH IN THE UNITED STATES OF AMERICA.

Telephone Call 9757 CHELSEA

REV. DAVID G. WYLIE, DD.,LL.D.  
*General Secretary*

REV. A. B. KEELER  
*Extension Secretary*

REV. GEORGE R. BRAUER  
*Treasurer*

156 FIFTH AVENUE.

Index ALASKA BOAT -A.L.LINDSAY NEW YORK September 28, 1923  
HOME MISSION BLDG. FUND

Mr. Varian Banks,  
Board of Home Missions,  
BUILDING.

My dear Mr. Banks:

I have your letter of September 24th advising us that the actual cost of completing the payment of the above indexed Boat was \$3,600. instead of \$2,000. but that you have expended over \$2,000. and desire us to pay the grant which has already been authorized. I take pleasure in enclosing herewith our check for \$2,000.

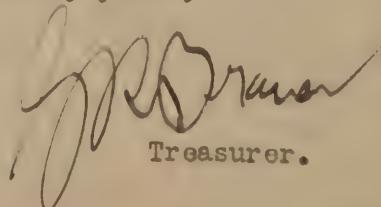
We note that you hope to obtain the remainder from unassigned balance of the \$75,000. appropriation of our Board. I remind you that the unassigned balance, as reported by Dr. Wylie on September 20th was ..... \$4,960.00 There has been checked out against this balance the following sums:

Sacramento, Japanese, Calif. ....	Loan	\$2,500.
Big Lick, Tennessee .....		750....
BALANCE THAT MAY STILL BE APPROPRIATED .....		<u>\$1,710.00</u>

I was in a conference with Mr. Shriver the other day and he indicated that he would require something from this fund for the Gogebic Range work. I imagine that there will be plenty of demands for this balance. I only wish it were more.

I cannot find that we have anything on our records that would indicate who holds the title to this Boat. Did you list it on your property account and if so would it not seem reasonable to give us a receipt and agreement indicating on said receipt and agreement as well as on your account the fact that this \$2,000. came from the Board of Church Erection Fund.

Sincerely yours,

  
Treasurer.

FROM MISCELLANEOUS	The Board of the Church Erection Fund, a/c grant for the Alaska Boat A.L.Lindsley	
NO. <b>21305</b>		
MONTH	DAY	YEAR
Sept	29	1923
\$ 2000.00		BY Rev.G.R.Brauer, Treas.

PRESBYTERIAN BUILDING, 156 FIFTH AVENUE, NEW YORK

## THE BOARD OF HOME MISSIONS

OF THE PRESBYTERIAN CHURCH IN THE U. S. A.

ACKNOWLEDGES WITH CORDIAL THANKS, RECEIPT OF ABOVE AMOUNT CREDITING TO ACCOUNT STATED

ACCOUNT
Board Church Erection Grants

VARIAN BANKS, ~~Xxx~~ CIB  
TREAS. PER

### FORM OF BEQUEST

I give, devise and bequeath unto the Board of Home Missions of the Presbyterian Church in the U. S. A., incorporated April 19, 1872 by Act of the Legislature, of the State of New York, the sum of \_\_\_\_\_ Dollars

RECEIPT AND AGREEMENT

THE BOARD OF HOME MISSIONS OF THE PRESBYTERIAN CHURCH IN THE  
U. S. A. hereby acknowledges the receipt from the BOARD OF THE CHURCH  
ERECTION FUND OF THE GENERAL ASSEMBLY OF THE PRESBYTERIAN CHURCH IN THE  
UNITED STATES OF AMERICA of a grant of Three Thousand Five Hundred  
Dollars (\$3,500.00), to enable the said Board of Home Missions to ~~exist~~,  
~~or~~ complete the ~~erection~~ of, a mission boat , (for ~~the~~ work among  
the natives of ~~the~~ Southeastern Alaska ~~congregation located~~  
~~at~~ ~~located in the County of~~ ~~said boat~~ ~~is~~  
known as the "A.L.Lindsley" ) ~~located in the County of~~  
~~at~~ ~~located in the County of~~  
, to which the said Board of Home Missions now holds  
title ~~through~~  
~~located in the County of~~

and

WHEREAS this agreement has been duly authorized by the said  
Board of Home Missions at a regular meeting of said Board held on the  
fifth day of October 19 23 and has been recorded in its property  
book No. 2, on page

NOW, THEREFORE, IN CONSIDERATION of this grant, the Board of  
Home Missions hereby agrees with the Board of Church Erection Fund,

1. That the full amount so received by it from the Board of  
Church Erection to wit, said sum of ~~Three Thousand~~ Five Hundred  
Dollars (\$3,500.00) will be applied by it exclusively  
towards the cost of ~~erecting or~~ completing the ~~building~~  
of the said "A.L.Lindsley" ~~located in the County of~~.

2. That the Board of Home Missions will keep the said boat insured to the full amount of its insurable value, either by a direct policy of insurance to be deposited with the Board of Church Erection Fund or through insurance placed by the latter Board, and in case of loss, will apply the full amount of the insurance collected to the reconstruction of said boat or its repair, or, if not so applied, will pay the same, up to but not exceeding said sum of Three thousand Five Hundred Dollars (\$3,500.00), to the Board of Church Erection.
3. That should said land and boat be sold, the Board of Home Missions from the proceeds of the sale will repay to the Board of Church Erection said sum of Three Thousand Five Hundred Dollars (\$3,500.00); or in the event that the proceeds of such sale is less than said sum, it will repay to the Board of Church Erection the full amount of such proceeds and no more.
4. That the Board of Home Missions agrees to repay to the Board of the Church Erection Fund the amount of said grant in case, but, (except as hereinabove provided) only in case, the said Board of Home Missions should cease to be the owner of the property upon which is the building erected by the aid of such grant.
5. That should the exigencies of the work conducted by the Board of Home Missions at any time require the transfer of said property to any other organization or corporation connected with the General Assembly of the Presbyterian Church in the United States of America, then, and in that event, and before such transfer is effected, it will obtain the consent of the Board of Church Erection thereto, and will secure to it the said sum of Three Thousand Five Hundred Dollars (\$3,500.00) in such manner as shall prove acceptable to the Board of Church Erection.

IN WITNESS WHEREOF, the Board of Home Missions of the Presbyterian Church in the United States of America has caused this agreement in duplicate to be executed by its Treasurer and its corporate seal to be hereunto attached this tenth day of October 1923.

BOARD OF HOME MISSIONS OF THE PRESBYTERIAN CHURCH IN THE U.S.A.

By \_\_\_\_\_

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

) ss.

On this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_\_ before me personally appeared \_\_\_\_\_ to me known, who being by me duly sworn, did depose and say that he resided in \_\_\_\_\_ that he is the \_\_\_\_\_ of the Board of Home Missions of the Presbyterian Church in the U.S.A., the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by authority of the said corporation, and that he signed his name thereto by like authority.



Account of Lois and Lindsley at Seattle.

Cash received from Board of Home Missions

through Mr. Gould at Seattle. \$4.764.73

To Lake Union Dry Dock Co. (Acct. Lindsley) ✓ \$4.000.47  
" " " " Lois ✓ 164.26 ✓  
" " " " Distillate Lindsley ✓ 6.50  
" " " " " ✓ 44.00  
" Max Kuner Co. Compass & Adg (Acct. Lindsley) ✓ 48.00  
" " " " " Lois ✓ 19.00 —  
S Standard Oil Co. (Gas & Zerolene) ✓ 127.74  
" National Grocery Co. (Ships Stores) ✓ 78.40  
" Norman C. Pike ✓ 19.30  
" Maintenance of Becks, June 8th. to July 26th. ✓ 75.00  
" The City Store, Wrangel, (Ship Stores) ✓ 5.90  
" The Grote Ranken Co. (Mirrors Acct. Lois) ✓ 1.80 —  
" Bon Marche (Cot and Chair " " ) ✓ 5.75 —  
" Telegrams ✓ 5.70  
" Bon Marche (Pillows and Blankets (Lindsley) ✓ 24.85  
" Lowman & Handford (Course Book) ✓ 5.00  
" Wrangel Meat Market (Ship Stores) ✓ 4.60  
" Sanitary Grocery ✓ 12.45  
" Blankets for Lindsley Lois ✓ 20.00 —  
" Balance on hand August 1923 ✓ 96.01 —

\$4.764.73 \$ 4.764.73.

96.01

4168.7

This vessel,  
constructed and equipped mainly through  
the generosity of  
Miss Mary J. Harris of Easton, Pa.,  
and supported by the  
First Presbyterian Church of Portland, Ore.,  
as a memorial to its former pastor  
Rev. A. L. Lindsley, D. D., LLD.,  
who was the founder of Missions in Alaska,  
is dedicated to the work of extending  
the Gospel of the Lord Jesus Christ  
in Southeastern Alaska.

ESTIMATE EQUIPMENT FOR GAS LAUNCH A.L.LINDSLEY\*\*\*  
Pacific Net & Twine Co.

1 100# gal. patent anchor

1	100# gal. patent anchor	13 50			
	30 fathom 3/8" gal chain	44 10			
	50 " 2½" Manila rope	11 25			
1	Jib sail }				
1	Main sail fore and aft }	45 00			
1	12 ft skiff with oars	42 00			
1	hand bilge pump	15 00			
2	fire buckets	73			
1	axe handled SB	1 75			
1	pike pole 14ft	2 79			
1	ring buoy 24"	4 00			
1	6# heaving lead	75			
30	fathom heaving line	1 75			
8	life preservers	11 50			
1	power bilge pump	25 00			
2	pyrene fire extinguishers	15 00		234 12	
1	#112 shipmate stove (galley)	24 00			
1	doz White enamel plates	3 95			
	cups	2 41			
	saucers	1 97			
	N.P. knives	3 50			
	forks	2 00			
	T. spoons	1 00			
	Tab. "	2 00			
1	large dish white enamel	80			
3	nappies "	1 41			
2	bake pans "	3 61			
1	frying pan acme #4	26			
1	skillet iron #9	1 13			
1	large soup kettle 8qt	84			
1	Small 3qt	48			
1	double boiler Royal 3qt	1 20			
1	Tea kettle (Rome) #8	1 50			
1	dish pan granite	90			
1	tea pot	70			
1	coffee pot	63			
1	milk pitcher	1 00			
1	sugar bowl	75			
1	butter knife	65			
1	butcher knife	55			
2	paring knives	30			
**1	kitchen spatula	1 65	( 60 )		
1	potato masher	17			
1	egg beater	30			
1	rolling pin	33		59 99	
				294 11	
				DOOR	

1	can opener & cork screw	12	
½	doz asst covers for, kettles	60	
3	tin pie plates deep	19	
1	match safe	35	
1	good alarm clock (Big Ben)	3 00	
1	dish mop	05	
1	pair salt and pepper shaker	25	
1	liverpool head & length pipe(copper)	15 00	
2	6" gal pipe	1.00	
1	12 X 16 sink	8 58	
1	galley pump	22 00	
1	Helena check valve	7 97	(59 11)
1	set Alaska Navaigation charts	5 25	
1	4" Axial bil compass& binacle	20 00	
	Adjusting same	5 00	
1	barometer	17 50	
1	pr night glasses	35 00	
1	pr dividers	1 00	
1	course protractor	3 50	
1	log book	50	
1	toilet	41 25	
	" valves sea connection	8 90	
1	bronze tailshaft instead of steel	35 00	
1	search light	40 00	
	Lighting plant	200 00	
4	berths with mattresses	60 00	
1	pilot house berth to fit	18 00	490 90
	tools		550 01
1	claw hammer	1 25	
1	riveting hammer	75	
1	draw knife	1 40	
1	CC hand saw	200	
1	rip saw	2 00	
1	adj hack saw	2 00	
1	dos blades	90	
1	Bailey jack plane	3 60	
1	set auger bits $\frac{1}{2}$ to 1"	5 85	
1	ratchet brace	3 80	
1	Yankee breast drill	9 75	
1	set drills 1/16 to $\frac{1}{2}$ in 32s	1 35	
1	small screw driver	20	
1	Large "	35	
1	cold chisel 5/8"	45	
1	cape chisel $\frac{1}{4}$ "	40	35 05

1	rivet set		54	35 05		
1	machinist punch 1/8"		25			
1	center punch		20			
1	8" mill file		30			
1	5" slim file		10			
1	pr. comb. N.P. pliers 6"		1 25			
1	pr. small long nose pliers		70			
1	pr. small side cutting "		1 50			
1	pr. small snips		1 10			
1	18 " monkey wrench		2 46			
1	24" stilson "		3 27			
1	14" "	"	1 78			
1	6" " "	"	90			
1	10" Cresent "	"	95			
1	6" " "	"	60			
1	3/8" socket firmer chisel		66			
1	1/2" " " "	"	67			
1	3/4" " " "	"	74			
1	Small hand axe		1 60			
1	Pipe vise		4 00			
1	#2 caborundum grinder $\frac{1}{4}$ to 1"		6 50			
1	set Armstrong pipe stock and dies		8 00			
1	screw plate 3/16 to 5/8"		18 20			
1	blow torch		8 32			
1	babbitt ladle		71			
	10 lbs babbitt metal		6 50			
1	bearing					
1	*boat*scraper		95			
1	calking iron #1		1 15			
1	#3		1 25			
1	soldering iron		70			
1	" paste		15			
	$\frac{1}{2}$ & $\frac{1}{2}$ solder		54			
1	boat scpaper		42			
	rivets, studs, cap screws, set nuts, car bolts		5 00			
	cylinder packing, rubber pack-		10 00			
1	extra igniter complete		20 00			
6	" firing pins		4 50			
6	" S hammers		1 50			
3	" nov. electrodes		4 50			
1	collar and clamp		5 50			
3	Tog springs		90			
3	"		90			
6	pcs Mica tubing		2 10			
3	in. " Washers		1 20	133 06		
				168 11		

1	Lathrop Fog Horn	16 00		
1	Bell	15 00	<u>31</u>	00
12	Sheets & Pillow cases	15 00		
12	Towels	3 00		
1	Bilhorn Organ(new \$70)	20 00	* special from Juneau firm	
	Blankets for beds	60 00	98 00	
			129 00	
	Sheet 1-		294 11	
	" 2-		550 01	
	" 3-		<u>168 11</u>	
	Total		\$1141 23	

23412  
 59 99  
 59 11  
 490 90  
 350 05  
 133 06  
 31  
 98  
114123

Copy of tablet in 1st. Pres. Ch., Portland, Ore.

- - - - -  
IN MEMORY

OF

AARON LADNER LINDSLEY, D.D., L.L.D.,  
FOR

EIGHTEEN YEARS THE  
HONORED AND BELOVED PASTOR  
OF THIS CHURCH  
PREACHER, EDUCATOR, PHILANTHROPIST,  
ORGANIZER OF TWENTY-TWO CHURCHES  
IN THE PACIFIC NORTHWEST  
PATRON AND FRIEND OF MISSIONS AMONG  
ABORIGINAL TRIBES OF IDAHO AND WASHINGTON  
FOUNDER OF EVANGELICAL MISSIONS IN ALASKA  
AND FOR THE LAST FIVE YEARS OF HIS LIFE  
PROFESSOR OF PRACTICAL THEOLOGY IN  
SAN FRANCISCO THEOLOGICAL SEMINARY

WHO WAS BORN

MARCH 4th, 1817

AND WHO ENTERED INTO REST

AUGUST 12th, 1891,

AGED 74 YEARS.

"Thanks be to  
God who giveth  
us the  
Victory".

BOARD OF HOME MISSIONS  
OF THE PRESBYTERIAN CHURCH IN THE  
UNITED STATES OF AMERICA  
156 FIFTH AVENUE  
NEW YORK

WILTON MERLE-SMITH, PRESIDENT  
JOHN A. MARQUIS, GENERAL SECRETARY  
BAXTER P. FULLERTON, SECRETARY  
JOHN McDOWELL, SECRETARY  
WILLIAM ROBERT KING, SECRETARY  
VARIAN BANKS, TREASURER

New York, July 13th, 1923.

BOARD OF HOME MISSIONS OF THE PRESBYTERIAN CHURCH IN THE  
UNITED STATES OF AMERICA, a corporation organized and existing  
under the laws of the State of New York, hereby authorizes  
REV. GEORGE J. BECK as its agent to take the oath of ownership  
under sections 4139 and 4314, R. S., as amended by the Act of  
June 24, 1902, upon the issue of marine documents to any vessel  
owned by said corporation.

BOARD OF HOME MISSIONS  
of the Presbyterian Church in the  
United States of America

---

Vice-President

